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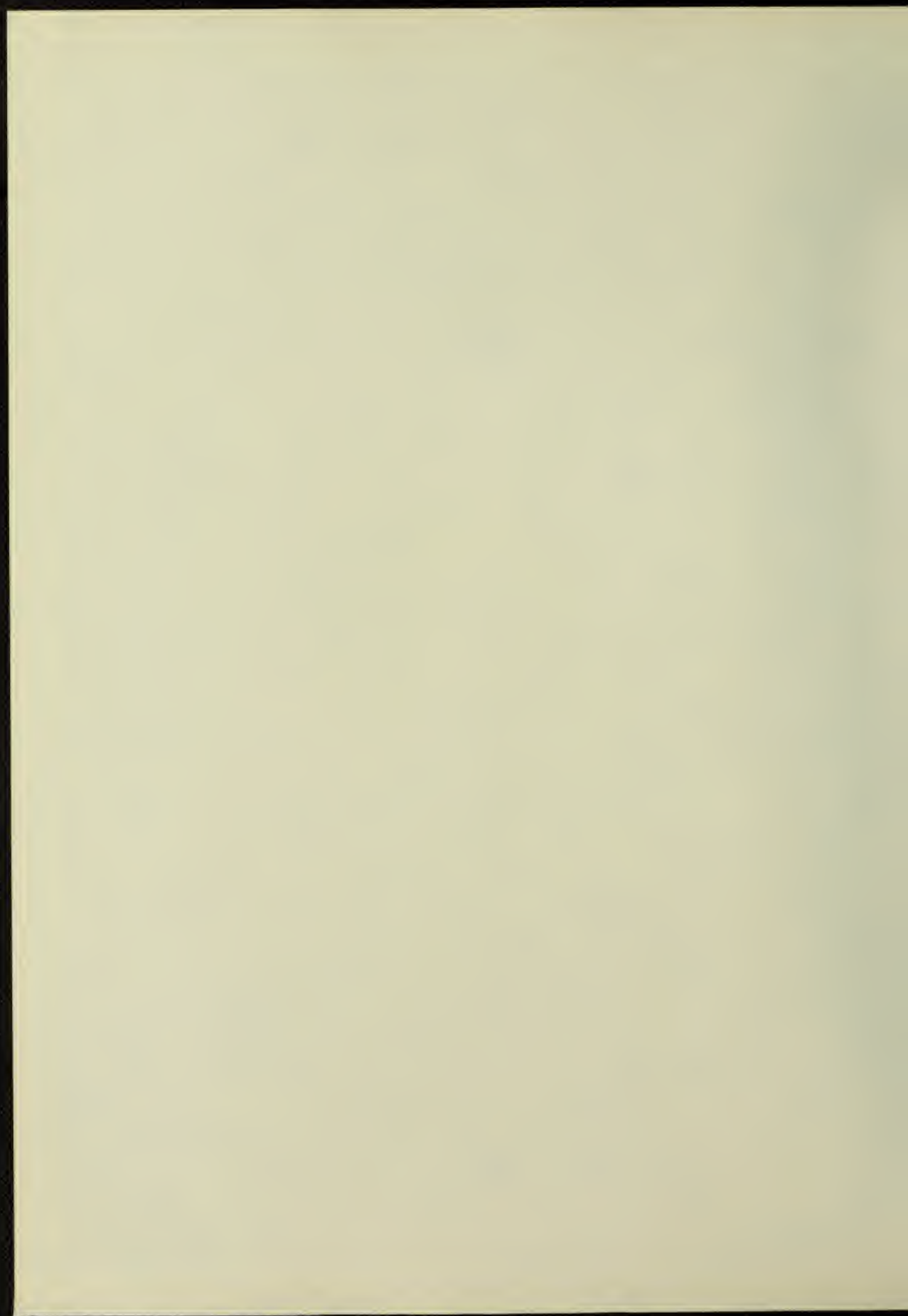
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BRUARY 1965

# *the air reservist*

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES



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— General John Paul McConnell

FEB 10 1965

*The new Chief of Staff, United States Air Force*





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*The new Chief of Staff, United States Air Force*





The new Chief of Staff, United States Air Force

R... is dedicated to General John P. McConnell, who on February 1, succeeded General Curtis E. LeMay as the U.S. Air Force's sixth chief of staff. (See story on this page). Other predecessors include Generals: Spaatz, Vandenberg, Twining and White.

## the air reservist

Vol. XVII—No. 1

February 1965

AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

### General John P. McConnell

Chief of Staff, United States Air Force

### Maj. Gen. Curtis R. Low

Ass't Chief of Staff Reserve Forces, USAF

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# • IN THE NEWS

GENERAL John Paul McConnell, Air Force vice chief of staff since August 1964 and one-time chief of the Reserve and National Guard Division, has succeeded General Curtis E. LeMay as Air Force chief of staff. General LeMay retired February 1.

A native of Booneville, Arkansas, General McConnell was graduated from the U. S. Military Academy in 1932 and received his pilot's wings at Randolph Field, Texas, the following year. A pursuit fighter pilot during his early service, he moved through observation operations, bombers and training duties.

January 1942 found him as assistant executive in the office of the chief of Air Forces. In November 1943, he became chief of staff of the China-Burma-India Air Force Training Command (provisional) at Karachi, India. He spent the remainder of World War II in Asia.

In 1946, the general was named senior air advisor to the Chinese government, serving at the same time as commander of the Air Division, Nanking Headquarters Command.

In 1947, he returned to Washington to become chief of the Reserve and National Guard Division of the Air Force and the following year was named chief of the Civilian Components Group. He became deputy special assistant to the chief of staff, USAF for Reserve Forces in December 1948. In July 1950, he went to England for duty with the Third Air Force and in 1951, took command of the Strategic Air Command's 7th Air Division in England. This was followed in 1953 by a four-year assignment to SAC headquarters at Offutt AFB, Nebraska. In October 1957 he became commander of the Second Air Force (SAC) at Barksdale AFB, Louisiana. He returned to SAC headquarters as its vice commander-in-chief in July 1961.

General McConnell returned to Washington as vice chief of staff last August after serving as deputy commander-in-chief, United States European Command since October 1962.

Among the decorations he holds are the Distinguished Service Medal, Legion of Merit with three Oak Leaf clusters and the Distinguished Flying Cross.



**Vice Chief of Staff:** Lieutenant General William H. Blanchard has been nominated by President Johnson as USAF's vice chief of staff. He succeeds General John P. McConnell and will assume the new post as well as a fourth star upon Senate confirmation. General Blanchard, who has been serving as the Air Force's deputy chief of staff, plans and operations, is a native of Boston and 1938 graduate of West Point.

THE AIR FORCE will deactivate all 43 Air Force Reserve recovery groups and 112 recovery squadrons March 31, 1965.

The approximately 8,000 Reservists affected will be given an opportunity to train as individuals or to transfer to other units to the extent that jobs and grades are available.

The recovery program, started in 1960, was designed to provide for recovery of military aircraft at civilian airports after an attack on this nation. The mission was later expanded to include pre-attack dispersal of aircraft in a national crisis. The program reached a peak size of 83 groups and 203 squadrons with some 18,000 personnel assigned. In July and August 1964, for Reserve recovery groups and 91 squadrons were deactivated to realign the program more closely with the requirements of the active forces.

Since then further reviews of the program have indicated the remaining recovery units could be deactivated without unduly impairing Air Force combat effectiveness and with accompanying cost savings.

The Recovery units' record of dedication, resourcefulness, and their voluntary contributions during emergencies have been the subject of much praise.



RESERVISTS holding key assignments in the Judicial, Executive and legislative branches of the Government will be transferred from the *Ready Reserve*. Of the more than 150,000 Federal personnel in the *Ready Reserve*, several thousand would be available to serve in the Armed Forces because of the importance of civilian positions.

DOD Directive 1200.7 of January 6, 1965, requires the following be transferred to the *Standby Reserve* if they have completed their *Ready Reserve* obligation: the Vice President, members of the Cabinet, other Presidential appointees requiring Senate confirmation, members of the Legislative and Judiciary branches of the U.S. Also, all other employees in those branches who are not members of military units organized to support war plans, except those who desire to remain in the *Ready Reserve* in a non-pay status. All other members of the *Ready Reserve*, who have fulfilled their *Ready* obligation, will be transferred to the *Standby* unless they execute a written agreement to remain in the *Ready Reserve* for a minimum period of one year.

A DOD Memorandum dated January 1965 states that the need for improved mobilization readiness of both the *Ready Reserve* forces and of Federal agencies having mobilization responsibilities is of such importance that the retention of key personnel must not impair the functioning of Federal agencies before and during mobilization. It requests the elements of the Defense Department to review all mobilization assignments (except Reserve unit technicians) and make certain no individual holds an assignment within the same department or operational area of the Federal government or agency in which he is employed as a civilian. Also, DOD should review all *Ready Reserve* Reservists who are GS-15 or higher, on the assumption that they are possibly not available to Reserve mobilization assignments. Where the position is not considered a Defense element concerned will submit annual reports.

Personnel in the *Standby Reserve* will be permitted to participate voluntarily in Reserve training for retirement or promotion credits, only if they have a remaining statutory military service obligation, or if they have completed 18 or more but less than 20

years of creditable service toward their Reserve retirement.

In a separate action, three Reserve units comprised of personnel in the Congress were deactivated. They were the Air Force's 9999th Air Reserve Squadron, and the Congressional reserve units of the Army and Navy.

**C**RITERIA for a new Air Reserve Forces Outstanding Support Award, designed for civilian organizations which are rendering outstanding support and cooperation to the Air National Guard and Air Force Reserve, has been published in AFR 45-4, dated December 15, 1964.

The award consists of a citation from the Secretary of the Air Force and the authority to use an official design on organization stationery and in publications and advertisements. It signifies that the organization cooperates with the Air Reserve Forces and their members and practices no discrimination against employees because of their affiliation with the Air Reserve Forces.

To be eligible for the award, an organization must have uniform policies supporting all Reserve activities, such as: Counseling of its employees on the advantages of Reserve participation; pursuing personnel policies and procedures, including the hiring, promotion, or transfer of Reservists without discrimination; the granting of leave, in addition to vacation leave, for Reserve tours of duty, with or without pay or with the difference between military and civilian pay; and otherwise aiding employee-Reservists in meeting their obligations. Awards will be made by the Secretary of the Air Force, or in his name by senior, Reserve officers.

**T**HE Reserve Officers Association will hold its 1965 Mid-Winter Conference in Washington, D. C., February 25th through the 26th.

Meetings of the service sections—Air Force, Army, and Navy-Marines-Coast Guard—will be held on February 25. The national council will meet the following day, with the annual banquet held that evening.

Rep. L. Mendel Rivers, chairman of the House Armed Services Committee, will be guest of honor.

**T**ROOP CARRIER organizations of the Air Force Reserve have set a new record in attaining C-1 "Fully Combat Ready" status. Eight groups reported C-1 ratings under Continental Air Command's Combat Capability Rating System as of December 30. It was the highest number to reach that peak in any one month. All fly C-119s.

All three groups of the 459th Troop Carrier Wing, Andrews AFB, Maryland, attained the rating. They are the 909th at Andrews; 910th, Youngstown Municipal Airport, Ohio; and the 911th, Pittsburgh, Pennsylvania.

Other troop carrier groups receiving C-1 ratings include: the 901st, L. G. Hanscom Field, Massachusetts; 915th, Homestead AFB, Florida; 933rd, General Mitchell Field, Wisconsin; 903rd, McGuire AFB, New Jersey; and 904th, Stewart AFB, New York.

**T**HE Extension Course Institute at Gunter AFB, Alabama, has activated three new Career Development Courses in the communications electronics career field (30) and three in the supply field (64). These courses are open to anyone holding any AFSC in the appropriate career field or assigned duty in that field. They are:

30150, *Aircraft Communications Equipment Repairman*, a three-volume course carrying approximately 90 hours and 30 points. Completion of CDC 30000 is a mandatory prerequisite.

30352, *Aircraft Control and Warning Radar Repairman*, is a four-volume course carrying approximately 126 hours and 42 points. Completion of CDC 30000 also is a prerequisite.

30170, *Aircraft Radio Repairman*, is a seven-volume course carrying approximately 129 hours and 43 points. This course is identical to former ICDC 30150, which has been redesignated ICDC 30170. The new course is for 7-level trainees only. The 5-level trainee should enroll in 30150.

46000, *Basic Supply*, is a two-volume course carrying approximately 51 hours and 17 points.

64550, *Inventory Management Specialist*, is a four-volume course, carrying 105 study hours and 35 points.

64650, *Organizational Supply Specialist*, is a two-volume course carrying approximately 57 hours and 19 points. Completion of CDC 64000 is required.



# Help Wanted

**LEGEND:** For officer identification: O-6 stands for Col.; O-5, for Lt. Col.; O-4, Maj.; O-3, Capt.; O-2, 1st Lt. Airman: The AFSC identifies the job title. The letter "X" in AFSC 906X0 indicates openings in more than one grade. E-2 indicates A3C; E-3, A2C; E-4, A1C; E-5, SSgt.; E-6, TSgt.; E-7, MSgt.; E-8, SMSgt.; and E-9, CMSgt. The following Air Force Reserve vacancies exist at Aeromedical Evacuation (AME) and Medical Service (MS) units and USAF Hospitals.

## ALABAMA

### Maxwell AFB, 542 MSFt.

| Officer      | AFSC Grade No. |  |
|--------------|----------------|--|
| 90252 E-4/5  | 4              |  |
| 90258 E-5    | 2              |  |
| 90350 E-4/6  | 4              |  |
| 904X0B E-4/6 | 4              |  |
| 90570 E-6    | 2              |  |
| 906X0 E-4/7  | 8              |  |
| 906X1 E-4/7  | 4              |  |
| 90770 E-6    | 2              |  |
| Airman       |                |  |
| 40350 E-5    | 2              |  |
| 90150 E-5    | 2              |  |
| 902X0B E-4/7 | 26             |  |

## ARKANSAS

### Little Rock AFB, 501 MSFt.

| Officer    | AFSC Grade No. |  |
|------------|----------------|--|
| 90250B E-4 | 2              |  |
| 90252 E-5  | 2              |  |
| 90252 E-4  | 2              |  |
| 90370 E-6  | 1              |  |
| 90470B E-6 | 1              |  |
| 90570 E-6  | 1              |  |
| 90651 E-5  | 2              |  |
| 90770 E-6  | 1              |  |
| 90850 E-5  | 1              |  |
| 98130 E-3  | 1              |  |
| Airman     |                |  |
| 90170 E-6  | 1              |  |

## CALIFORNIA

### Edwards AFB, 456 MSFt.

| Officer    | AFSC Grade No. |  |
|------------|----------------|--|
| 9735 O-3   | 1              |  |
| 9754 O-2/3 | 2              |  |
| 9356 O-5   | 1              |  |
| 9416 O-4   | 1              |  |
| 90170 E-6  | 1              |  |

### Hamilton AFB, 416 MSFt.

| Officer     | AFSC Grade No. |  |
|-------------|----------------|--|
| 40350 E-5   | 1              |  |
| 90370 E-6   | 1              |  |
| 90470B E-6  | 1              |  |
| 90670 E-6   | 1              |  |
| 90670 E-6/7 | 2              |  |
| 90671 E-7   | 1              |  |
| 90870 E-6   | 1              |  |

### McClellan AFB, 450 MSFt.

| Officer  | AFSC Grade No. |  |
|----------|----------------|--|
| 9926 O-5 | 1              |  |
| 9016 O-4 | 1              |  |
| 9326 O-3 | 1              |  |
| 9356 O-5 | 1              |  |
| 9416 O-4 | 1              |  |
| 9735 O-3 | 1              |  |
| 9754 O-3 | 2              |  |
| 9754 O-2 | 2              |  |
| 9836 O-5 | 1              |  |

### Mather AFB, 3 AMEGp.

| Officer     | AFSC Grade No. |  |
|-------------|----------------|--|
| 64530 E-3   | 1              |  |
| 70250 E-4   | 1              |  |
| 902X0 E-3/9 | 3              |  |

### Mather AFB, 31 AMESq.

| Officer   | AFSC Grade No. |  |
|-----------|----------------|--|
| 70250 E-5 | 1              |  |
| 9035 O-3  | 1              |  |
| 9754 O-3  | 4              |  |

### Norton AFB, 414 MSFt.

| Officer      | AFSC Grade No. |  |
|--------------|----------------|--|
| 902X0B E-3/6 | 3              |  |
| 90870 E-6    | 1              |  |

## COLORADO

### USAF Academy, 413 MSFt.

| Officer   | AFSC Grade No. |  |
|-----------|----------------|--|
| 90370 E-6 | 1              |  |
| 90570 E-6 | 1              |  |
| 9416 O-4  | 1              |  |

## DELAWARE

### Dover AFB, 459 MSFt.

| Officer     | AFSC Grade No. |  |
|-------------|----------------|--|
| 902X0B E-6  | 12             |  |
| 902X0B E-4  | 12             |  |
| 9056 O-3    | 1              |  |
| 90252 E-4/5 | 3              |  |
| 90258 E-5   | 1              |  |
| 903X0 E-4/6 | 2              |  |
| 904X0 E-4/6 | 2              |  |
| 90570 E-6   | 1              |  |
| 90651 E-4/5 | 2              |  |
| 90770 E-6   | 1              |  |
| 90850 E-5   | 1              |  |
| 98150 E-4/5 | 2              |  |

## FLORIDA

### Miami IAP, 37 AMESq.

| Officer     | AFSC Grade No. |  |
|-------------|----------------|--|
| 73250 E-5   | 1              |  |
| 902X0 E-4/8 | 29             |  |
| 90671 E-6   | 1              |  |

## ILLINOIS

### Chanute AFB, 46 AMESq.

| Officer   | AFSC Grade No. |  |
|-----------|----------------|--|
| 64530 E-3 | 1              |  |
| 9035 O-3  | 1              |  |
| 90651 E-4 | 2              |  |

### O'Hare IAP, 640 USAF Hospital

| Officer     | AFSC Grade No. |  |
|-------------|----------------|--|
| 53450 E-3   | 1              |  |
| 543X0 E-2/5 | 5              |  |
| 54750 E-5   | 1              |  |
| 55150 E-5   | 1              |  |
| 56550 E-4/5 | 2              |  |
| 603X0 E-3/5 | 3              |  |
| 621X0 E-3   | 1              |  |
| 622X0 E-2/5 | 27             |  |
| 622X1 E-3/7 | 5              |  |
| 62350 E-4/5 | 2              |  |
| 64570 E-7   | 1              |  |
| 646X0 E-3/7 | 4              |  |
| 70010 E-2   | 1              |  |
| 70150P E-5  | 1              |  |
| 70450 E-4/5 | 3              |  |
| 902X0 E-2/9 | 21             |  |
| 902X2 E-4/7 | 5              |  |
| 90258 E-4/5 | 2              |  |
| 90277 E-7   | 1              |  |
| 904X0 E-4/6 | 4              |  |
| 905X0 E-4/7 | 2              |  |
| 906X0 E-4/9 | 5              |  |
| 90671 E-6/7 | 2              |  |
| 90870 E-7   | 1              |  |
| 98150 E-5   | 1              |  |

### Scott AFB, 544 MSFt.

| Officer    | AFSC Grade No. |  |
|------------|----------------|--|
| 9735 O-3   | 1              |  |
| 9745 O-3   | 1              |  |
| 9754 O-2/4 | 3              |  |
| 9836 O-4   | 1              |  |
| 9926 O-4   | 2              |  |

## LOUISIANA

### England AFB, 466 MSFt.

| Officer    | AFSC Grade No. |  |
|------------|----------------|--|
| 902X0B E-4 | 3              |  |
| 902X0B E-3 | 3              |  |
| 902X2 E-4  | 2              |  |
| 902X2 E-3  | 2              |  |
| 90470 E-6  | 1              |  |
| 90570 E-6  | 1              |  |
| 90770 E-6  | 1              |  |
| 90850 E-4  | 1              |  |
| 98130 E-3  | 1              |  |

### Barksdale AFB, 425 MSFt.

| Officer    | AFSC Grade No. |  |
|------------|----------------|--|
| 9836 O-4   | 1              |  |
| 90250B E-5 | 6              |  |
| 90250B E-4 | 6              |  |
| 90232 E-3  | 1              |  |
| 90258 E-4  | 1              |  |
| 90330 E-3  | 1              |  |
| 98150 E-4  | 2              |  |

## MASSACHUSETTS

### L. G. Hanscom Fld., 401 MSFt.

| Officer    | AFSC Grade No. |  |
|------------|----------------|--|
| 9754 O-2/3 | 2              |  |
| 9926 O-4   | 1              |  |
| 90850 E-5  | 1              |  |

### Otis AFB, 19 MSFt.

| Officer     | AFSC Grade No. |  |
|-------------|----------------|--|
| 9745 O-3    | 2              |  |
| 9754 O-2/3  | 3              |  |
| 9926 O-4    | 1              |  |
| 90870 E-6/7 | 1              |  |
| 98150 E-4   | 1              |  |
| 90370 E-6   | 1              |  |
| 90350 E-5   | 1              |  |

## MICHIGAN

### Selfridge AFB, 436 MSFt.

| Officer     | AFSC Grade No. |  |
|-------------|----------------|--|
| 902X2 E-3/5 | 2              |  |
| 90370 E-7   | 1              |  |
| 90470B E-7  | 1              |  |
| 90570 E-7   | 1              |  |
| 906X0 E-7   | 2              |  |
| 906X0 E-5   | 2              |  |
| 90651 E-5   | 1              |  |
| 90770 E-7   | 1              |  |
| 90850 E-5   | 1              |  |
| 98150 E-5   | 1              |  |

## MISSOURI

### Richards-Gebaur AFB, 36 AMESq.

| Officer  | AFSC Grade No. |  |
|----------|----------------|--|
| A902X0B  |                |  |
| 9754 O-3 | 11             |  |
| E-4/6    | 36             |  |

## NEW HAMPSHIRE

### Pease AFB, 487 MSFt.

| Officer     | AFSC Grade No. |  |
|-------------|----------------|--|
| 90252 E-5   | 2              |  |
| 90252 E-4   | 2              |  |
| 90370 E-6   | 1              |  |
| 90470 E-6   | 1              |  |
| 90570 E-6   | 1              |  |
| 906X0 E-5/7 | 2              |  |
| 90651 E-5   | 1              |  |
| 90770 E-6   | 1              |  |
| 90850 E-5   | 1              |  |
| 98150 E-4   | 1              |  |

## OHIO

### Wright-Patterson AFB, 23 MSSq.

| Officer      | AFSC Grade No. |  |
|--------------|----------------|--|
| 622X1 E-5/7  | 3              |  |
| 70250 E-4    | 1              |  |
| 70450 E-4/5  | 4              |  |
| 73250B E-5   | 1              |  |
| 901X0 E-4/6  | 3              |  |
| 902X0B E-4/7 | 34             |  |
| 902X2 E-4/7  | 14             |  |
| 90258 E-4/5  | 7              |  |
| 903X0 E-4/6  | 3              |  |
| 904X0B E-4/6 | 3              |  |
| 90570 E-6    | 1              |  |
| 90650 E-4/5  | 7              |  |
| 906X1 E-4/7  | 5              |  |
| 907X0 E-4/6  | 3              |  |
| 908X0 E-6    | 2              |  |
| 908X0 E-5    | 2              |  |
| 98150 E-4    | 1              |  |

### Wright-Patterson AFB, 448 MSFt.

| Officer      | AFSC Grade No. |  |
|--------------|----------------|--|
| 90170 E-6    | 1              |  |
| 902X0B E-4/7 | 9              |  |
| 90252 E-5    | 3              |  |
| 90252 E-4    | 3              |  |
| 90258 E-5    | 1              |  |
| 90470 E-6    | 1              |  |
| 90550 E-5    | 1              |  |
| 906X1 E-4/7  | 2              |  |
| 90870 E-6    | 1              |  |

## PENNSYLVANIA

### Gtr. Pittsburgh AP, 33 AMESq.

| Officer    | AFSC Grade No. |  |
|------------|----------------|--|
| 90250B E-5 | 1              |  |
| 90252 E-4  | 1              |  |
| 90470B E-6 | 1              |  |
| 90770 E-6  | 1              |  |
| 90850 E-4  | 1              |  |

### Olmsted AFB, 451 MSFt.

| Officer    | AFSC Grade No. |  |
|------------|----------------|--|
| 90250B E-5 | 1              |  |
| 90252 E-4  | 1              |  |
| 90470B E-6 | 1              |  |
| 90770 E-6  | 1              |  |
| 90850 E-4  | 1              |  |

## UTAH

### Salt Lake City, 32 AMESq.

| Officer    | AFSC Grade No. |  |
|------------|----------------|--|
| 90250B E-5 | 1              |  |
| 90252 E-4  | 1              |  |
| 90470B E-6 | 1              |  |
| 90770 E-6  | 1              |  |
| 90850 E-4  | 1              |  |

## TENNESSEE

### Sewart AFB, 462 MSFt.

| Officer     | AFSC Grade No. |  |
|-------------|----------------|--|
| 90170 E-6   | 1              |  |
| 902X0 E-3/6 | 1              |  |
| 902X2 E-4/5 | 1              |  |
| 90278 E-6   | 1              |  |
| 903X0 E-4/6 | 1              |  |
| 90450 E-5   | 1              |  |
| 90570 E-7   | 1              |  |
| 906X0 E-5/7 | 1              |  |
| 906X1 E-4/7 | 1              |  |
| 90770 E-7   | 1              |  |
| 90870 E-6   | 1              |  |
| 98150 E-4/5 | 1              |  |

## TEXAS

### Carswell AFB, 499 MSFt.

| Officer    | AFSC Grade No. |  |
|------------|----------------|--|
| 9735 O-3   | 1              |  |
| 9754 O-2/3 | 2              |  |
| 9836 O-4   | 1              |  |
| 9926 O-4   | 1              |  |

### James Connally AFB, 409 MSFt.

| Officer    | AFSC Grade No. |  |
|------------|----------------|--|
| 9754 O-2/3 | 1              |  |
| 90170 E-6  | 1              |  |
| 90470B E-6 | 1              |  |
| 90770 E-6  | 1              |  |
| 90870 E-6  | 1              |  |
| 98150 E-4  | 1              |  |

### Kelly AFB, 34 AMESq.

| Officer    | AFSC Grade No. |  |
|------------|----------------|--|
| 9754 O-2/3 | 1              |  |

### Lackland AFB, 408 MSFt.

| Officer     | AFSC Grade No. |  |
|-------------|----------------|--|
| 90252 E-4/5 | 1              |  |
| 90258 E-5   | 1              |  |
| 903X0 E-4/6 | 1              |  |
| 90450 E-5   | 1              |  |
| 90570 E-6   | 1              |  |
| 906X0 E-4/7 | 1              |  |
| 906X1 E-4/7 | 1              |  |
| 90770 E-6   | 1              |  |
| 90870 E-6   | 1              |  |
| 98150 E-4/5 | 1              |  |

### Perrin AFB, 407 MSFt.

| Officer     | AFSC Grade No. |  |
|-------------|----------------|--|
| 902X0B E-4  | 1              |  |
| 90252 E-4   | 1              |  |
| 90258 E-5   | 1              |  |
| 903X0 E-4/6 | 1              |  |
| 90450B E-4  | 1              |  |
| 90670 E-7   | 1              |  |
| 90671 E-7   | 1              |  |
| 90770 E-6   | 1              |  |
| 90870 E-6   | 1              |  |
| 98150 E-4   | 1              |  |

### Randolph AFB, 476 MSFt.

| Officer     | AFSC Grade No. |  |
|-------------|----------------|--|
| 90252 E-4/5 | 1              |  |
| 90370 E-6   | 1              |  |
| 90470B E-6  | 1              |  |
| 90570 E-6   | 1              |  |
| 90650 E-5   | 1              |  |
| 90651 E-5   | 1              |  |
| 90770 E-6   | 1              |  |
| 90870 E-6   | 1              |  |
| 98150 E-4   | 1              |  |

### Sheppard AFB, 478 MSFt.

| Sheppard AFB, 478 MSFL |              |              |
|------------------------|--------------|--------------|
| Officer                | 90150 E-5    |              |
| AFSC Grade No.         | 902X0B E-4 / |              |
| 9056 O-3               | 1            | 90250 E-5    |
| 9326 O-4               | 2            | 90252 E-4 /5 |
| 9326 O-3               | 2            | 90258 E-5    |
| 9356 O-4 /6            | 2            | 903X0 E-4 /6 |
| 9416 O-4               | 2            | 904X0 E-4 /6 |
| 9735 O-3               | 1            | 90570 E-6    |
| 9745 O-3               | 1            | 906X0 E-4 /7 |
| 9754 O-2 /4            | 3            | 906X1 E-4 /7 |
| 9836 O-4               | 1            | 90870 E-6    |
| 9926 O-4               | 1            | 98150 E-4 /5 |
| Alman                  |              |              |
| 40350 E-5              | 1            |              |



## Air Force Point of View

those who clamor for disarmament  
path to peace should remember that armaments are  
a product of distrust than a cause thereof."

**Grayson Kirk**  
president, Columbia University

**STANT AIRPOWER:** U. S. Air Force provides "In-  
t" tactical airpower capability globally by working with  
allies and with the rest of the Department of Defense  
-sea-air team in unified commands.

Secretary of Defense McNamara has said: "Our  
line of defense is no longer an ocean, or two oceans,  
an alliance of free nations which literally encircles the  
e . . . Together, our friends and allies maintain more  
under arms than does the United States."

he U. S. Air Force's theater air forces, such as Pacific  
Forces and U.S. Air Forces in Europe, under unified  
mands, give visual evidence of our intent and ability  
upport our treaties and national objectives . . . By being  
the scene, the air forces based overseas can react im-  
ately, moving at the high speeds and great ranges of  
ern operational aircraft. . . . The fast-moving composite  
Strike Forces (CASFs) of the Air Force's Tactical  
Command can be sent on quick notice from the U. S.  
he U.S. Strike Command to augment air forces under  
ied commands overseas. They stand ready to be de-  
ed to reach any spot in the world in a matter of hours.

CASFs help insure that no isolated action or simulta-  
ous incidents anywhere on the globe dilute the theater  
forces' strength. They can either replace the theater air  
or augment them.

n summary: the U.S. Air Force tactical air forces over-  
support our friends and allies with on-the-scene ca-  
pability. These forces can be quickly augmented by our tac-  
l air forces flying from the U.S. mainland. Air Force  
ical forces are ready to be deployed by the Joint Chiefs  
Staff to any area on the globe to operate under unified  
mand in helping to cope with any threat.

☆☆☆

**VIET SATELLITES:** In a presentation on the chal-  
ge of international competition in space, Charles S.  
ldon II, of the National Aeronautics and Space Council  
that one explanation for "repetitive low circular orbit  
nts by large stabilized [Soviet] vehicles would be the op-  
ion of picture-taking satellites. Support for this view  
found in the report of former Premier Khrushchev's  
erence to trading pictures with us and his other suggestion  
we ought to be able to use satellites to replace U-2's  
r Cuba. . . ."

photo capability from Soviet satellites was discussed by  
A. Varvarov in the *U.S.S.R. Economics Gazette* several  
rs ago. Varvarov wrote: "The resolving power of con-  
tional aerial photography cameras would make it pos-  
e to observe objects down to 500 feet in size from an  
ude of 240 miles . . . a 240 millimeter phototelescope  
a resolving power of 1.3 feet from an altitude of 1,000

miles. This means it is possible to observe objects as small  
as one foot in size on earth. Phototelevision and radar,  
which will make it possible to study the Earth's surface  
and transmit images of it, will also find wide application."

☆☆☆

**STRATEGIC AIRCRAFT:** Without strategic aircraft  
our flexibility of response in foreign relations would be  
hampered suggests Henry A. Kissinger in a new book, *The  
Dimensions of Diplomacy*. Kissinger, executive director of  
the Harvard International Seminar, writes: "We know only  
by theory the estimated hardness of *Minutemen* silos, and  
relatively few missiles of each category have been proof-  
tested. There is little experience with salvo firing, and air  
defense systems must be designed without knowledge of  
the specifics of the offense. Each series of nuclear tests  
always produced a considerable number of unexpected  
phenomena. Difficult as it is to be certain about the tech-  
nical characteristics of weapon systems, the uses of modern  
arms are even more debatable. What threats, for example,  
can one make with solid-fuel missiles? If weapons are in  
extreme state of natural readiness, how can one demon-  
strate the increased preparedness that historically served  
as a warning? It is probable that missiles can perform most  
of the technical functions heretofore assigned to airplanes  
and that the gradual phasing out of bombers therefore  
makes good technical sense. But have we adequately  
thought about the kind of diplomacy which results from  
a retaliatory threat depending largely on solid-fuel missiles  
in underground silos? During the Cuban crisis of 1962, we  
conveyed an effective warning by dispersing Strategic Air  
Command bombers to civilian airports. What equivalent  
tactic can we employ when our strategic forces are com-  
posed entirely of missiles?"

☆☆☆

**NEW MANUAL:** *Two Ways of Life*, a new manual on  
democracy and communism, is being given wide dis-  
tribution within the Air Force. The manual (AFP 190-1-  
18), by Dr. William Ebenstein, was selected by the De-  
partment of Defense as the book that best embodied the  
basic requirement of a comprehensive, detailed, fully-re-  
searched description and analysis of the many facets of the  
democratic way of life, of communism, and of the con-  
frontation between the two. *Two Ways of Life* was orig-  
inally published as a school textbook in 1962. It has been  
brought up to date and adapted to the needs of the Armed  
Forces. The book is divided into four parts. The first two  
parts are devoted to the theoretical foundations and the pres-  
ent-day expression and practical application of the theories  
of democracy and communism. Each economic system is  
described and analyzed in the third part. Part four defines  
the nature of the present-day Communist challenge and out-  
lines the area in which the Free World may effectively re-  
spond to that challenge.

☆☆☆

**STANDARDS OF CONDUCT:** New provisions for  
standards of conduct were published in AFR 30-30A of  
December 2, 1964. They include an attachment containing  
guidance on interpretations and exceptions. The supplemental  
guidance in the attachment should answer most questions  
asked by military and civilian personnel and their families  
about: prohibition of acceptance of favors, gratuities or  
entertainment from those who have or seek business dealings  
with any agency of the Department of Defense; and about  
off-duty employment by Air Force personnel.



Relief supplies for California flood victims are loaded into ANG C-97 of the 146th ATWg.



## Reservists (again) Aid Disaster Victims...

*Reserve airlifts battle weather; bring necessary supplies to homeless... save livestock...*

**"R**EADINESS, versatility and the desire to serve." These lofty attitudes best exemplify the basic posture of our Air Reserve Forces—and the evidence supporting such claims is mounting. Added proof was recorded during December and January.

Calamitous situations were created by extremes in weather ranging from sub-zero temperatures and blizzards in Montana to heavy rains and resulting floods in California, Oregon, Washington, Idaho and Nevada.

Heavy snow in Montana isolated hundreds of ranches cutting off livestock from food and shelter. More than 17,000 cattle and 26,000 sheep died from exposure and starvation. An eight-county area in the southeastern part of the state was declared a disaster area by President Lyndon B. Johnson on December 18.

Volunteering their services in the operation, tagged *Haylift*, were Air Force Reservists from the 938th Troop Carrier Group, Hamilton AFB, 940th Troop Carrier Group, McClellan AFB, and 452nd Troop Carrier Wing, March AFB, all California; the 941st Troop Carrier Group, Paine AFB, Washington and the 945th Troop Carrier Group, Hill AFB, Utah.

Operating their C-119s out of Malmstrom AFB, Montana, they flew 17 sorties over the frozen countryside, dropping some 65 tons of hay. The planes were loaded with five tons for each drop.

*Operation Haylift* ended December 21. An estimated 100,000 head of livestock escaped starvation due largely to the efforts of the Reservists.

On the Pacific side of the Rocky Mountains, the script read almost the same: Warm coastal rains drifted inland, melting heavy snows in the highlands. Rivers and streams became raging torrents. Main highways and railroad beds were washed out, and countless homes destroyed. Communities in a five-state area were affected.

On December 23, Air Force Reserve personnel of the

939th Troop Carrier Group from Portland International Airport, Oregon, airdropped food, fuel and Christmas trees to flood-stranded trains at Roosevelt, Washington, where some 300 passengers had been marooned for 36 hours.

On Christmas Eve, another crew of the 939th airdropped empty sandbags at Dallesport, Washington. These were needed to help protect local homes against rising water.

However, Northern California received the brunt of flood damage and on December 26, one of the large civilian disaster relief airlifts in the history of the Air Reserve Forces went into operation.

Continental Air Command and the Air National Guard launched a full-scale effort in response to the disaster, with Lieutenant General Edward J. Timberlake directing Reserve participation from his headquarters at Robins AFB, Georgia. A command post was established at Sixth Air Force Reserve Region headquarters at Hamilton AFB, California. There, Brigadier General Jack A. Gibbs, region commander, coordinated Air Force Reserve activities.

The small Humboldt County airport at Arcata, California, some 215 miles north of San Francisco, became the busy terminal for the massive airlift.

Local Reservists of the 9636th Air Force Reserve Recovery Squadron voluntarily mobilized to provide the necessary air terminal facilities around the clock.

Normally, the small airport could handle 45 take-offs and landings on a busy day. However, the day after the 9636th came on duty, 170 military aircraft landed thousands of pounds of vitally needed supplies and equipment. The Recoverymen directed ground traffic, loaded and unloaded aircraft, refueled the planes and provided other services. Even their wives helped by establishing a canteen where they served crewmen with free food and refreshments.

Relief supplies from around the country funneled into the Arcata terminal from staging areas at Hamilton and McClellan Air Force Bases. Six trucks carrying aviation fuel, a complete radar instrument landing system, two airport control towers, auxiliary power units and other top priority equipment were among the first to arrive. Other cargo included food, fuel, passengers, mail, vehicles, road-graders, telephone equipment and the many other items needed.

Continental Air Command made available more than



00 in-flight rations for distribution by the American Cross. A C-124 from the 917th Troop Carrier Group atarksdale AFB, Louisiana, picked up 14,000 of the rations at Dobbins AFB, Georgia, and delivered them to McClellan. Two C-119s of the 446th Troop Carrier Wing at Hamilton AFB, Texas, delivered another 5,600 rations. Another load of 1,036 rations were transported by a C-119 of the 512th Troop Carrier Wing from Willow Grove Naval Air Station, Pennsylvania. Another C-124 of the 442nd Troop Carrier Wing, Richards-Gebaur AFB, Missouri, also was sent to California to assist in the airlift. In addition, two C-119s of the 914th Troop Carrier Group, Niagara Falls, New York, transported clothing, blankets and other supplies from Buffalo, to Portland, Oregon. The bulk of the Arcata airlift was performed by Air Reserve Forces during the Christmas holidays. Among the participating crews were the 349th Troop Carrier Wing's units in Washington, Oregon and California. By January 10, with the airlift continuing on a diminishing scale, Reservists had flown 659 hours, airlifted more than 965 tons of food, fuel and equipment, and transported some 305 passengers into Arcata.

The Air National Guard also contributed heavily to the disaster relief operations. Fifteen C-97s of the 146th Air Transport Wing, Van Nuys, and fourteen C-119s of the 1st Air Commando Group, Hayward, California, took part.

Members of the 234th Mobile Communications Squadron of Hayward, also participated. Supporting ANG units were 120 aircrewmembers, 30 ground crewmen, 4 communications maintenance personnel, one loadmaster and one liaison officer.

The Air Guard was given the responsibility for transporting helicopter and light plane fuel to Arcata. They delivered two 10,000-gallon collapsible fuel cells.

By January 10, they had logged 264 flying hours and

carried 441 tons of cargo and 246 passengers. In addition to daily commitments of 60 tons of hay, 7 tons of grain, and 5,000 gallons of fuel, the cargo included more than 99,359 pounds of clothing, frozen foods, medical supplies, vehicles, a mobile control tower and fuel tanks. Among the passengers were five sled dogs, their handlers and equipment, and 75 law enforcement officers.

The 234th Mobile Communications Squadron moved its mobile control tower to Rohnerville, near Arcata, so that the Federal Aviation Agency could control helicopters and light aircraft flying relief and mercy missions. Unit personnel remained to help maintain the equipment.

Despite rain, low ceilings, severe turbulence and icing conditions throughout most of the operation, the Air Reserve Forces carried out their part of the enormous joint military operation without accident. Weather often grounded other military and most civilian flying in the area.

Major James Hopkins, a Reserve C-119 pilot, stated: "The soup was so thick, one of the C-124s had to make five tries to get into Arcata. You just couldn't see the runway until you were right on top of it. We were lucky, we made it on the third try in our C-119."

One incident almost marred the airlift's safety record. A C-119 piloted by Colonel Harry Mailey, commander of the 940th Troop Carrier Group of McClellan AFB, was struck by lightning while on final Ground Control Approach over the Arcata Airport. Despite heavy smoke in the cockpit and temporary loss of the instrument landing system, the colonel was able to land the plane safely. Fortunately, his 6-ton cargo of hay did not catch fire.

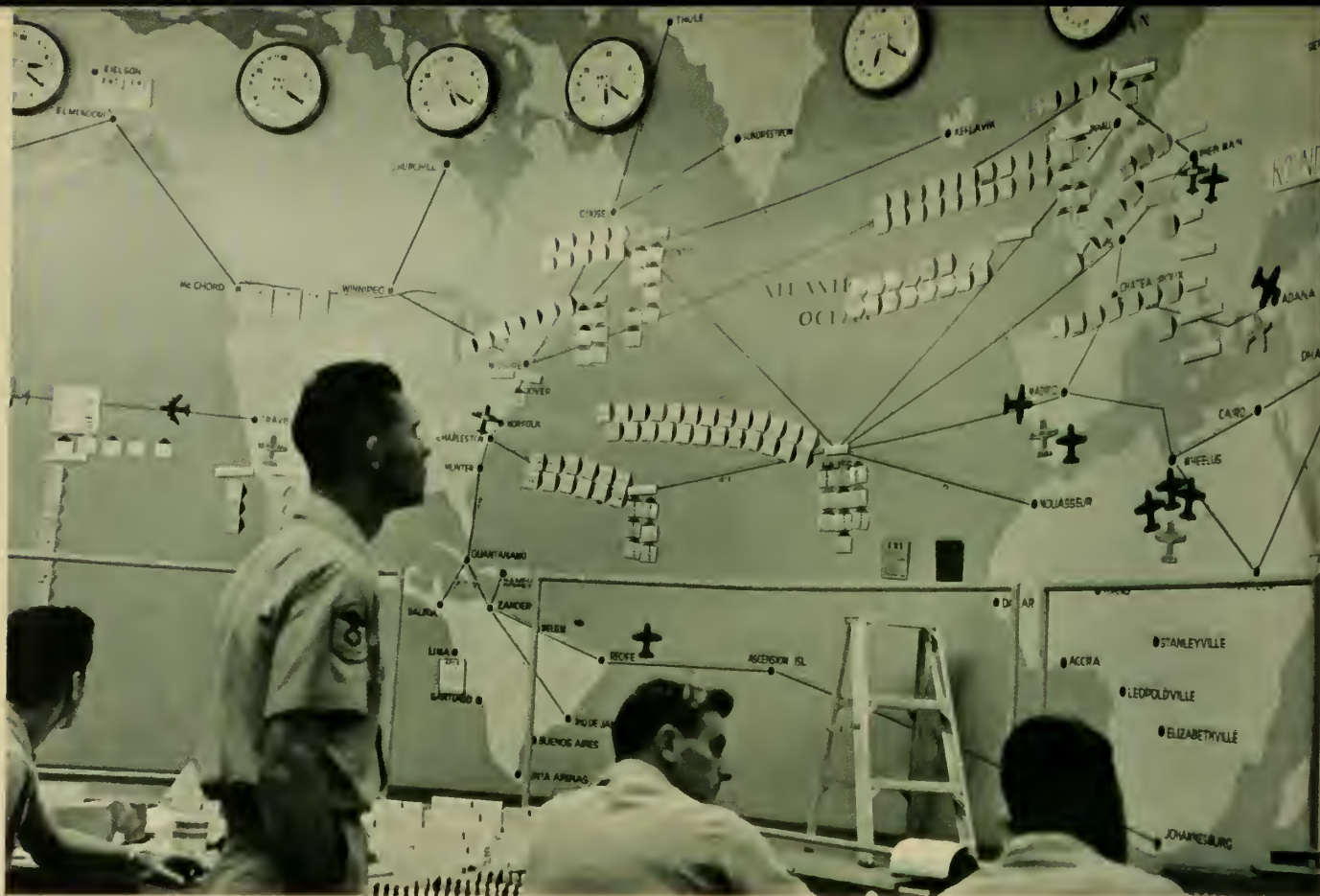
All branches of the Armed Forces took part in the Pacific Northwest operation. Major Air Force commands participating included the Military Air Transport Service, Strategic Air Command, Air Defense Command and Air Training Command. Civil Air Patrol also participated.



**Humanitarian accomplishments** help prove Air Reserve Forces' built-in capability to react immediately to varied emergencies. Two recent examples were during the Montana and Northern Pacific states' catastrophies. . . . **a/** Air Force Reserve's Sixth Region coordinated Reserve participation during the massive Northern California disaster relief airlift. Discussing air terminal operations at Arcata Airport, focal point for operation, are (l-r) Brig. Gen. Jack Gibbs, region commander; Army Col. James Lee, joint coordinator of military support activities; and Lt. Col. Arthur Swanson, commander of a local 9636th AFRRSq., remote recovery team which voluntarily handled air terminal responsibilities at the airport. . . . **b/** Bales of hay for starving Montana cattle are shoved out of a low-flying C-119 by crewmen of the 312th TCSq., Hamilton AFB, during "Haylift." Reserve crews from California, Washington and Utah took part. . . . **c/** Emergency supplies airdropped by a C-119 of the 939th TCGp., Portland, float down to flood-stranded train near Roosevelt, Washington.







## The Military Air Transport Service Story...

*A concise, up-to-date report on the Military Air Transport Service . . . its plans, programs, organization, personnel, equipment and mission areas . . .*

- The Vietnamese pilot of a crashed A1D Skyraider is pulled safely from the wreckage of his aircraft by a helicopter rescue crew before he can drown in the mire of the crash scene.

- A few miles away, a heavily laden transport touches down at the Saigon airfield to deliver vitally needed combat equipment and supplies.

- Over the western United States, paratroopers and Army equipment stream into the air from a new in-trail assault transport formation in a training exercise.

- A Minuteman missile is flown across the United States on board an aircraft taking it to a launch site to join the nation's ready defensive arsenal.

- Professional camera crews zero their lenses in on a missile launch from the West Coast, providing thousands of feet of filmed scientific documentation for study in the development of the nation's space capabilities.

- From Europe, thousands of pounds of Bailey bridge spans wing their way toward Tunisia to replace a flood-destroyed bridge that was a key commerce link.

- Specially equipped aircraft fly exact tracks over the hinterlands of Brazil and Ethiopia, with carefully coordinated geodetic instruments recording accurate information for charts more precise than any ever made of many areas of the world.

- A high-flying reconnaissance aircraft takes in samples of upper air for scientific research over the Southwestern Pacific, while a more conventional aircraft bounces through turbulence and high winds tracking weather phenomena that will provide advance warnings for people in the paths of tropical storms.

- Combat troops pour out of transports assault-landed in a cold-weather training exercise in the arctic, and 10,000 miles away equipment and supplies for the Navy's Operation Deep Freeze are unloaded from a Hercules transport on an ice runway in Antarctica.

- Pararescuemen make a night jump into the ocean 60 miles from land to administer whole blood to an afflicted seaman to keep him alive until he can be hospitalized.

- Three quick-thinking members of an aeromedical evacuation flight crew provide oral resuscitation and cardiac massage to revive the breathing and pulse of a stricken passenger, then land him at Tachikawa, Japan, for a fast ride to a hospital.

- A group of Army, Air Force and Navy men, some with their families, step down from a commercially contracted jetliner at Rhein-Main AB, Germany, to begin their overseas tours, while another similar group waits at the terminal to board the aircraft and return to assignments in the United States.



These widely varied and widely separated incidents have many things in common. They all very likely are happening at the same time, and they all are operations of the Military Air Transport Service.

Aircrews of MATS, its technical services and its Air Reserve Forces put in more than a million flying hours a year at such diverse activities with one purpose in mind; to provide the United States with the constantly available mobility necessary to meet any threat, anywhere in the world, with the right amount of force at the right time. MATS is a major Air Force command. It provides a global system of global airlift, including transport forces, medical evacuation, weather service, rescue service and photographic and charting service in accordance with wartime requirements established by the Joint Chiefs of Staff. The sheer magnitude of the requirements and the necessity that they be carried out with immediate responsiveness require MATS to maintain—in-being—airlift, troop carrier and service forces; en route bases; the air routes and other elements of the U.S. global airlift system.

The command also is one of significant importance to the Department of Defense (DOD). Currently, about half of all airlift performed for DOD comes under the heading of special airlift missions. This type includes special mobility training exercises with the specified and unified commands; all services; movement of Intercontinental ballistic missiles (ICBMs) and other outsize cargo; special operations, such as moving communications gear to Southeast Asia; humanitarian airlifts, such as airdropping grain to Tanganyika; and movement of high government officials.

All this sounds like a big job, and it is. At any average moment, more than 100 MATS aircraft are airborne somewhere in the world. One of them could very well be a C-137 jet of MATS' 1254th Air Transport Wing—which is designated *Air Force One* when the President of the United States is aboard—carrying the President or a senior government official on a presidential mission somewhere in the world.

The 138,000 authorized personnel strength of MATS includes 3,000 Navy men of two Navy air transport wings which make important contributions to the capability of the nation's global airlift force, as well as over 48,000 mem-

bers of the Air Reserve Forces. Each of these persons is required to reach and maintain the highest professional standards in order for MATS to accomplish all its normal, daily operations and training and at the same time remain immediately responsive to any contingencies that may develop. In addition, the people of MATS are constantly studying, planning and developing programs that will enable the command to meet the future's increasing demands on airlift with even greater efficiency.

In order to insure augmentation that could become necessary in the event of a national emergency, MATS today is the Air Force's second largest user of Air Reserve Forces. In order to meet the challenges of the future MATS, according to present programs, soon will become the largest user of Air Reserve Forces.

This vital, dynamic command originated in 1948 when the long range airlift resources of the Air Force and the Navy were combined into what was primarily a routine transportation organization. Through the professional application and efficiency, effectiveness, reliability and economy that have been demonstrated time and again on a worldwide basis over the past 16 years, MATS has become the system that General Curtis E. LeMay recently described as "an essential instrument of national policy" in the strategic and diplomatic situation of today.

The diversity of MATS activities, as illustrated above, would seem to indicate the command is complex beyond understanding. But modern techniques of organization, management and command and control applied by MATS make antonyms of "complexity" and "confusion."

The hub of MATS is Scott AFB, Illinois, just across the Mississippi River from St. Louis, where General Estes operates his headquarters and command post. The eight spokes emanating from the hub include:

- Eastern Transport Air Force (EASTAF), with headquarters at McGuire AFB, New Jersey, responsible for airlift operations from the Eastern United States across Europe and the Middle East.

- Western Transport Air Force (WESTAF), with headquarters at Travis AFB, California, responsible for airlift

continued/next page

## GENERAL HOWELL M. ESTES Jr.

The Commander, Military Air Transport Service, serves as the operating agent for the Secretary of the Air Force in his capacity as single manager for Department of Defense airlift.

Recently, the Secretary designated MATS as the Air Force's movement control agency for all airlift forces under certain deployment and employment conditions. General

Estes is a 1936 graduate of the United States Military Academy. He is a command pilot with more than 6,000

hours of flying time which includes 328 hours on 25 combat missions in B-29s in Korea. The general's military experience includes service as an aide-de-camp, flying instructor, air base commander, plans officer, operations officer, bomb wing staff officer and commander, bomb division commander, atomic test task force commander, member of the Air Staff, a principal manager of USAF research and development and Vice Commander, Air Force Systems Command.







*MATS HH-43 airlifts firefighters to suppress flames with special equipment. It also is used in rescuing trapped crash victims.*

from the Western United States across the Pacific to the Far East and Southeast Asia.

- The 1254th Air Transport Wing at Andrews AFB, Maryland, which provides rapid and immediately available transportation anywhere in the world for the President and other top government officials.

- The 1707th Air Transport Wing at Tinker AFB, Oklahoma, the wing that trains aircrews to MATS standards.

- The 1405th Aeromedical Transport Wing at Scott, which heads domestic aeromedical evacuation operations and provides economical central control of aeromed aircraft and maintenance.

- Air Weather Service, with headquarters at Scott.

- Air Photographic and Charting Service, with headquarters at Orlando AFB, Florida.

- Air Rescue Service, also with headquarters at Orlando.

Functionally, the 1254th and 1707th "spokes" are highly specialized. The 1707th Air Transport Wing operates the

graduate training school sometimes called the "University of MATS," in which aircrews and advanced air transportation personnel are specially trained and standardized in the use of various MATS aircraft. The standardization policy contributes greatly to the high MATS safety record. The 1254th Air Transport Wing conducts the special assignments which move the President and other high-level U.S. dignitaries on official business. The Wing's sleek, modern jet aircraft, carrying the United States flag on their stabilizers, help build U.S. prestige wherever they go. It was on *Air Force One* that Vice President Lyndon B. Johnson took the oath of office as President of the U.S. after the assassination of President Kennedy. Among 30 odd aircraft flown by this unit are a VC-137C intercontinental jet for long-range missions, three VC-137B (707 type) jets, ten VC-140 *Jetstars*—smaller, shorter-range jets—and a number of piston-engined aircraft.

The other "spokes" combine conveniently into three groups for simplification: the airlift forces, aeromedical forces and technical services:

## Specialized Services

*air weather...air rescue...air photographic and charting...aeromedical evacuation*

Air Weather Service, largest of MATS' technical services, has more than 11,000 Air Force and over 500 authorized Reserve personnel to serve at approximately 400 locations around the world. Nearly 8,000 of them are directly involved in observing and forecasting weather. They work in numbers ranging from the hundreds at large centers to detachments of 25 or fewer supporting specific and far-flung activities. Their mission is to provide aerospace environmental information for the Army and the Air Force. This involves observation and collection of weather data, dissemination of forecasts and climatology information, and operation of the reconnaissance force which is involved in tracking the paths of typhoons and hurricanes. AWS also is the single manager for DOD atmospheric sampling.

AWS is organized functionally rather than geographically. Units work directly with Strategic Air Command, Tactical Air Command, Air Defense Command, U.S. Army, Pacific (USARPAC), U.S. Army, Europe (USAREUR), Army Defense Command, U.S. Strike Command and Continental Army Command. The AWS product goes to 500 agencies.

The modern Air Weather Service is involved in both space and automation. Support of the space program has brought new responsibilities to AWS, which helps evaluate and test data from the nation's weather-satellite program and provides weather information required for the conduct of space missions. Using electronic sensing instruments and computers, jet aircraft and other modern tools of the aerospace scientist, AWS furnishes timely support to U.S. missile and space operations. AWS scientists are working on forecasting solar flares and proton showers to provide information for timing manned spaceflights. And AWS is working toward the eventual forecasting capability for landings on other planets. The *Tiros VIII* weather satellite now in polar orbit, can transmit local area photographs from several stations around the globe. Computer data processing has enabled AWS centers to process enormous volumes of information. A computer branch at Suitland, Maryland integrates wind and navigational data on MATS over water routes, and provides MATS' airlift force with rapid and accurately computed flight plans.



The 2,400 people of the Air Rescue Service are on duty at 74 locations around the world, with controllers and crews on alert 24 hours a day, seven days a week, ready to save lives. In addition there are five Reserve air rescue squadrons at strategic locations within the continental United States. Four of the seven major air rescue centers are overseas, and 64 bases in the U. S. and abroad are supported by base rescue helicopter detachments whose crews are backed by medical technicians and firefighters with fire suppression kits. In their three-year history, base rescue detachments are credited with saving more than 1,000 lives and with aiding nearly 9,000 other persons.

ARS also is charged with the recovery of space instrument packages and manned spacecraft. Some of this work falls to members of an elite group of 150 pararescuemen. To qualify for this designation, the men must meet rigid physical standards and must complete training in medical aid, parachuting, SCUBA diving, and survival.

Rescue Service provides orbiting aircraft for emergency coverage along the routes of other major air command aircraft being deployed. And when the President flies outside the United States, there is always an ARS aircraft within 30 minutes of his position. Last year alone, ARS flew 12,000 missions in support of Air Force, Army and Marine Corps aircraft movements. ARS also assumes coordination of the land search-and-rescue program which involves using the Civil Air Patrol and other government and civilian services.

Air Photographic and Charting Service, the third technical service, has 5,700 people and one flying unit—the 70th Photo Mapping Wing with headquarters at Turner AFB, Georgia, which is busy providing data for new and more accurate charts of large areas of the world. APCS runs the MATS noncommissioned officers academy, a geodetic survey squadron, and a 700-man photo group at Mokapu Mountain, California. A squadron at Vandenberg AFB, California, handles technical photography of missile operations. The service has a motion picture squadron at Dayton, Ohio, and the Air Force Film Library at St. Louis. APCS photographers document DOD activities all over the world ranging from missile shots to action in Viet-Nam.

In some of its charting work, APCS uses HIRAN trilateration, a radar system for precision position-finding that also is used in both aerial navigation and missile guidance. HIRAN enables APCS to map remote areas, part of which may be inaccessible by land, with a photo mapping aircraft whose flight is tracked precisely from two known positions on the ground. The system provides accuracy within 50 feet over a distance of 2,000 miles. Much of this geodetic responsibility is at the heart of U. S. Air Force missile siting and targeting programs.

APCS also is manager of the Air Force portion of the Project Anna geodetic satellite program. Anna, using a coded light source against a stellar background combined with precisely positioned cameras, provides long range geodetic ties between land masses. This makes possible the precise connection of lines over large bodies of water.

A portion of MATS' aircraft are assigned to accomplish aeromedical transport operations. During FY '64 they moved 100 patients from overseas to U. S. hospitals and 34,000 in and out between hospitals in the U.S. This world-wide aeromedical means that a military patient is never more than a few hours away from whatever type of specialized assistance he may need. It also means more efficient use of scarce medical specialty talents and facilities, since they can be centralized and still be available to all Defense patients.

continued/next page



*Specialization is the key to MATS' effectiveness. In addition to airlift and air rescue, the air weather, aeromedical evacuation and air photographic and charting activities are vital aspects of the overall mission. . . . a/ "Hurricane Cleo" as she looked on radar screen of AWS plane. . . . b/ APCS photographer records action at a joint Army-Air Force exercise. . . . c/ Air evacuation specialists move litter patient aboard MATS aircraft for flight to Stateside hospital.*





## Airlifts

exercises...  
special assignments  
...“channel” traffic

The activities of the airlift force over the past year covered the complete range of combat airlift, from deployment through employment, including airdrops and assault landings. They included joint and combined exercises, special assignment airlift, and channel traffic operations.

Exercise participation figures present a graphic story of the growing concentration of MATS on hard-core military missions. In FY '59, MATS flew a total of 8,000 hours in exercises. For this year, 165,000 hours were scheduled—an increase of more than twentyfold over a six-year period. In *Exercise Gold Fire I* in the fall of 1964, MATS flew 16,000 hours—twice as much in one exercise as the entire year's participation in FY '59. Exercise budget figures, \$63 million for this year versus \$28 million only two years ago, indicate the trend is continuing.

Along the same lines, MATS air terminal squadrons have been redesignated as aerial port squadrons, and they now include aerial delivery sections, combat control teams and materiel sections. A similar change for Reserve's air terminal squadrons is now under study. These units have had the advantage of the most realistic training possible—summer encampments at MATS' overseas terminals. All MATS units equipped with aircraft having airdrop capability must keep their crews trained in all phases of combat airlift, and the criteria for MATS combat ratings now include assault airlift capability.

Among recent MATS exercises, perhaps the best known was *Exercise Big Lift* of FY '64, in which MATS airlifted some 15,000 troops and 444 tons of equipment of the 2nd Armored Division, plus supporting elements of a TAC Composite Air Strike Force, from the U. S. to Europe. The job was done with 232 missions, without an accident despite adverse weather conditions, and in just over 63 hours. This involved the compression of 12,000 hours of flying—more than one-fifth of the airlift force's normal flying hours for a full month—into less than three days. Two additional factors make this even more remarkable: normal MATS missions were not ignored during the exercise, and the airlift force remained responsive to any emergency requirement that might have developed.

*Exercise Delaware*, which involved an employment corridor along the Iranian-Russian border, was another outstanding example. This exercise last spring highlighted half a dozen “firsts,” including:

*The Military Air Transport Service provides global movement of DOD personnel and cargo over 115,000 miles of air routes, touching every point on the globe where American forces are stationed or where spheres of U. S. influence and interest exist. MATS bases or detachments may be found in Alaska, Newfoundland, Hawaii, Greenland, the Azores, Bermuda, Tripoli, India and the Philippines, as well as in Europe, the Caribbean and Pacific areas. Special missions call MATS off its established routes to such areas as the Arctic Ocean, New Zealand, Antarctica, Lebanon, Berlin, Chile and the Congo.*

*Since the airlift responsibility of MATS is to*



C - 118



C - 124



C - 130E



C - 133





C - 135



VC - 137



C - 141

The first joint overseas employment of MATS and TAC assault airlift.

The first large-scale airlift in which MATS used only jet and prop-jet aircraft (C-135 *Stratolifters*, C-130 *Hercules* and C-133 *Cargomasters*.)

The longest and largest night assault formation ever executed over Allied territory. (The employment corridor was more than 1,000 miles long.)

The first use of new operational procedures and restrictions designed specifically for the exercise.

The first big overseas exercise in which MATS' heavy equipment drop aircraft were assault-loaded in the U.S.

And the first combined/joint exercise in which Iranian air forces participated.

Other exercises have ranged from *Polar Siege* in the arctic to the opposite extremes of *Desert Strike*—all of them accomplished within wartime reaction times.

Special assignment airlift, the second-priority activity of MATS' airlift force, also is primarily a hard-core military mission. It involves dangerous or sensitive cargo (such as operationally ready *Minuteman* missiles), remote destinations (such as resupply of the Navy's *Operation Deep Freeze* in the Antarctic), humanitarian missions to disaster areas all over the world, and missions into areas of unrest.

The third type of airlift force activity is classed as "channel traffic"—traffic over established military routes to established terminals on a scheduled basis. This is the system through which MATS saves the taxpayers millions of dollars annually with the rapid movement overseas of DOD personnel and high-cost items of supply and equipment. Air movement of the personnel saves millions of man-days per year. Airlift of the high-cost items saves millions of dollars through drastic reductions in stockpiles, pipeline time, and thus total inventory of the items airlifted.

With the airlift force concentrating on the first two categories of missions, augmentation by commercial air carriers is necessary to take care of the channel traffic. Seventy-two per cent of the passengers and 26 per cent of the cargo in channel traffic during FY '64 moved by commercial carriers under contract to MATS—to the tune of nearly \$200 million worth of business for the carriers.

These same commercial carriers have made great strides in modernizing their fleets over the past four years in co-operation with MATS and under USAF and DOD procurement policies. A large number of these modern aircraft is committed to the Civil Reserve Air Fleet (CRAF), which could be made available to MATS during emergencies.

continued/next page

all components of the Defense Department—Strategic Air Command, other Air Force elements, and the striking forces of the Army, Navy and Marine Corps—the aircraft involved must have the speed, range and capacity demanded by the diverse missions of these units.

Aircraft of MATS' airlift forces range in age from the 13-year-old C-124 Globemaster to the brand new C-141 StarLifter, now in the training unit at Tinker AFB and soon to begin missions.

Other MATS aircraft includes the C-135, C-118, C-133, C-130E, VC-137, C-140, C-131, WB-47, WB-50 and the RB-57F. At present, the C-124 constitutes the bulk of MATS' airlift force

and the C-133 holds the world's airlift record of 59 tons of cargo to 10,000 feet. The first C-141 was added to the Air Force inventory October 19, 1964. Over the next few years, about 130 StarLifters will join the global airlift force.

Also in the MATS inventory are the aircraft and helicopters assigned to its air rescue squadrons: The HU-16, HC-54, and HC-97 aircraft. (During FY '66, MATS' rescue units are scheduled to add the HC-130H to their inventory.) The helicopters they use are the HH-43, HH-19, CH-21 and CH-3C.





## Safety

*record reflects  
good management*

During 1964, the domestic air evac system logged its 100-millionth safe flying mile, with a total of nearly half a million safe flying hours. This fits in with the safety picture of the command, which in 1964 was awarded the *Daedalian Flying Safety Trophy*, the *Daedalian Weapons System Maintenance Trophy* and the *Tokyo Raiders Traffic Safety Award*. It was the first time any command had won all three awards.

Safety usually is a reflection of management, and one of the most important management tools in MATS is the command's automated command and control system. This system is patterned after the Air Force Command Post, and it is being expanded. MATS Command and Control works on an area basis. Every flight is monitored, and precise data are kept current on the status of each aircraft on the ground. The system allows MATS to deploy, divert, reroute or recall aircraft to meet emergencies, and it provides effective control of the flow of aircraft in large scale exercises.

## Other Systems

*procedures solve  
airlift requirements*

Another important management tool is the *Airlift Service Industrial Fund*, under which the airlift force operates. This system requires that the airlift user—Air Force, Army, Navy, or whatever agency it may be—submit its airlift needs to the Joint Chiefs of Staff. When the JCS approve the requirement, MATS furnishes the airlift and bills the user for the cost of operations, without profit or loss. The industrial fund system provides a method of controlling the flow of airlift requirements. It also means that the user must plan ahead, and budget for his airlift needs.

Increasing airlift requirements of DOD have required

that MATS keep seeking methods to increase the efficiency of the airlift available. One result was the extension last summer of MATS services to 32 additional terminals in Europe, North Africa and the Middle East, in a move that switched the 322nd Air Division in Europe from USAFE to MATS. The 322nd became the central airlift planning and execution agent in that theater for both commands and remained responsive to both commands in what has been called a model for theater airlift organizations.

Turn-around times for aircraft also have created efficiency problems in airlift operations, and MATS, working with Air Force Systems Command, has gone a long way toward solving those problems. The answer is the 463L *Material Handling System*, a \$60 million program to develop a total handling system with automated and mechanized equipment for rapid loading and unloading of cargo the world over. It is capable of loading a modern jet airlifter with 72,000 pounds of cargo in 30 minutes—less time than it takes to refuel the aircraft.

Mechanized in-transit control documents, powered conveyors for sorting, standard pallets, self-propelled adjustable loaders, winches and rollers are all part of the 463L ground equipment. Compatible rollers and securing equipment are installed in the aircraft. To date, only about 50 per cent of the programmed 463L equipment has been delivered to MATS, but the system is expected to be operational throughout MATS late this year. Loading and unloading times have been cut by up to 80 per cent on aircraft with 463L installed. Automated facilities also allow the major terminals to absorb tremendous surges in workload without the addition of extra personnel.

The improvements in materials handling goes along with improvements in airlift force aircraft. MATS has accepted delivery of the first few Lockheed C-141 *StarLifters* and expects to have them on airlift force duty this spring. The *StarLifter*, first jet ever designed specifically for cargo

*Interservice cooperation is a daily occurrence as MATS accomplishes its global requirements as single manager for Department of Defense airlift. . . . a/ During exercise "Big Lift," a first sergeant of the Army's 2nd Armored Division arrives at Rhein-Main AB, Germany, after MATS flight from the States. . . . b/ Marines off-load equipment from MATS aircraft. MATS can move a fully equipped Marine strike force to any point on the globe in a matter of hours. . . . c/ A C-130 delivers vital supplies to the military and civilian personnel at the McMurdo base, headquarters for the Navy's "Deep Freeze" polar explorations.*





erations, will become the workhorse of MATS' airlift operations. It will double the airlift force's overall capability, despite some reduction in the total number of aircraft once the C-141's are delivered.

The next new airlifter in sight is the C-5A, formerly led the CX-HLS, now under development. This would be the largest aircraft ever built. Fully loaded, it will weigh more than 500,000 pounds, including about 200,000 pounds of cargo. Commercial versions of the aircraft could be capable of carrying up to 700 passengers. Despite its range and jet speed, the C-5A will be able to use short, unimproved runways. In addition to its impact on military capability, especially of outsize combat equipment, C-5As in MATS would reduce the ton-mile cost of moving cargo by military airlift nearly to the level of highway freight costs. They also would greatly expand the range of DOD cargo eligible for airlift movement. This would open new roads for savings in supply stockpiles, pipelines and the inventories necessary to meet daily and emergency needs.

At the same time, MATS is modernizing the aircraft and equipment of its technical services as rapidly as the items can be developed or be made available. All of this modernization is in response to the future's mounting demands for faster and more efficient airlift, more space environmental information, more weather data in less time, more of everything and with greater efficiency.

MATS is capable of meeting its present wartime missions. Modernization will make the command even more responsive and capable of meeting even greater demands. These demands may lead to all types of all-weather operations, STOL assault, rescue and recovery operations, even to rocket transports and rescue and recovery in space.

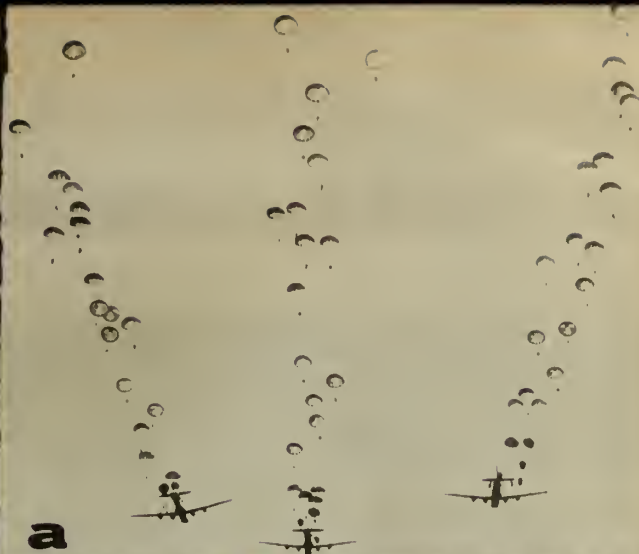
## MATS augmentation force

The military side of MATS' augmentation resources includes both the Air Force Reserve and Air National Guard, which train under a system designed to align reserve units as closely as is practical with their regular active force counterparts. The MATS training policy for reserve Air Reserve Forces is uncomplicated. It simply requires that wherever possible, this training is gained while actually accomplishing MATS missions, both in the air and in the non-flying units. The Reserve Forces people know they have a job to do. They are provided with the best available adviser-instructors, aircraft and equipment. And since the MATS mission is global in nature, most of the crew training is over established MATS routes, carrying actual MATS cargo under the same conditions experienced by active force aircrews.

During the first seven months of 1964, MATS Air Reserve Forces units on training missions moved MATS cargo more than two billion ton-miles, mostly from the U.S. to overseas points and from the overseas points back home. This was accomplished without accident or incident. Air transport units are not the only ones that get actual experience—and contribute to the MATS mission—in their training. Aircraft and crews of the five Reserve air rescue squadrons have participated consistently in the astronaut recovery program and in emergency search and rescue.

Another example of this mission-applied training occurred when MATS sent two Reserve air terminal squadrons overseas, one to Hawaii and one to France, for summer field training. These squadrons handled movement of passengers and cargo through MATS terminals, and both units worked actual missions under conditions they could expect in

continued/next page



a

*Global capability is a necessity in meeting the present-day transport requirements of the Department of Defense and in airlifting outsize cargo. MATS crews maintain proficiency by performing actual missions and by participating in joint exercises. . . . a & b/ During exercise "Delaware," combat maneuvers involving American and Iranian ground, sea and air forces were conducted in Iran. MATS airlifted 2,250 combat troops and 425 tons of battle gear of the U.S. Army's 101st Airborne Div., under direction of the U.S. Strike Command. . . . c/ A Gemini-Titan II booster arrives at Patrick AFB, Florida aboard a MATS C-133 Globemaster.*



b



c



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THE AIR RESERVIST  
AIR RESERVE RECORDS CENTER  
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*Augmentation support provided MATS by its Air Reserve Forces has proved invaluable. The Reserve flying units daily demonstrate their airlift and air rescue capability in support of MATS' diversified mission. Aircraft utilized by the Reservists include . . . a/ C-121 air transport . . . b/ C-124 (internal view of plane which flew X-15 rocket ship on goodwill tour to Latin America. External view appears on page 12.) . . . c/ HU-16 amphibian utilized by MATS' five Reserve air rescue squadrons and . . . d/ C-97 transport used by the Air Reserve Forces for air transport and air evacuation.*

continued

actual mobilization. And the Reservists moved to and from their mission locations on Air Guard transports flown by Air Guard crews over MATS routes.

The Air Reserve Forces play an increasingly important and productive role in assisting MATS accomplish its global missions. Reserve units and personnel assigned to MATS are trained, inspected and employed in the same manner and under the same exacting standards as are active duty members.

Reserve units currently involved in the MATS program include air terminal squadrons at 12 airfields, dispensaries at five bases, 11 aeromedical evacuation units, five troop carrier squadrons of C-124 Globemasters, and five air rescue squadrons equipped with HU-16 aircraft. (Two Reserve rescue squadrons are scheduled to add the HC-97 to their inventory during FY '66 as the active duty rescue units receive the HC-130H.) In addition, there are 25 ANG air transport squadrons with a total of 200 C-97s and C-121s plus supporting units, along with aeromedical units, 31 weather detachments and three bands.



***MATS is a growing, dynamic command, with an attitude that says MATS will go anywhere —provided it be forward.***



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MARCH 1965

# *the air reservist*

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES



The supersonic F-4C is the latest jet fighter to join Tactical Air Command's diverse family of aircraft. Recently, the first F-4Cs were deployed to the Pacific while others participated in a NATO exercise, conducted in Norway. TAC's fighters, along with its reconnaissance and assault aircraft, form the nucleus of Composite Air Strike Forces (CASFs). These mobile, combat-ready units are one of the answers to the acute problem of "local wars." (See "This is TAC"—page 8.)

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## This is the Tactical Air Command



... highlights the tactical fighter striking power of the Tactical Air Command, the strong air arm of the unified U. S. Strike Command. The story of TAC—the second in a series describing each of USAF's major air commands—begins on page 8.

## the air reservist

Vol. XVII—No. 2

March 1965

AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

### General John P. McConnell

Chief of Staff, United States Air Force

### Maj. Gen. Curtis R. Low

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# IN THE NEWS

CHIEF OF STAFF, General John P. McConnell, highlighted "the future of the Reservists" in his speech at ROA's annual conference in Washington, D. C., Feb. 25. Excerpts follow :

"As you know, the Department of Defense has been studying Reserve activities in all the Services. The Secretary of Defense has ordered some changes and some cutbacks. Behind the decisions that the Secretary of Defense has made so far, and the others that may follow, lies one basic rule of thumb, and this rule the Secretary has tried exceedingly hard to make known. His rule is that Reserve units for which there is a valid wartime requirement will be retained. The others must be reexamined and possibly eliminated. On the same basis, duty assignments for individual Reservists that are essential under wartime conditions are to be retained; the others are subject to elimination.

"This rule of the Secretary's is not an arbitrary one. It is based upon a very basic consideration, which is, how to invest the Defense dollar to maximum advantage. The increasingly high cost of today's weapon systems demands the most thorough and the most objective analysis of all Defense expenditures. Under these analyses, the Services have quite often had to give up what they would like to have for what they had to have. The analysis of Reserve Forces' activities revealed that changes were advisable in the interest of the most efficient investment of the Defense dollar. . . .

"In light, then, of both financial and operational considerations, the Secretary could come to no other decisions than the ones he has reached. . . .

"The traditional mark of the military professional in matters of controversy is that he has always presented his case and his convictions with all the skill and enthusiasm he could command. But once the decision in the matter has been reached, he has ceased his arguments and gone to work to carry out the decision—again, with all the skill and enthusiasm at his command. . . .

"It is my personal belief that the new policies will strengthen our military posture and will help the Armed Forces to serve better the nation's interest and the cause of freedom."

IN OUR last issue, personnel in the Standby Reserve were alerted, briefly, to changes in Defense Department regulations regarding their voluntary participation in Reserve training for retirement or promotion credits. The following is a more detailed account of the effects of DOD Directive 1215, based on USAF implementing instructions issued February 12:

Training for retirement credit members of the Standby Reserve Non-Affiliated Reserve Section (NARS) will be limited to two categories of personnel: those who have not completed the statutory military service obligation (NARS-B, obligors), and those who have completed 18 or more but less than 20 years of satisfactory Federal service creditable for retirement (NARS-non-obligors).

A NARS member who does not qualify for retirement credit training under the directive may choose any of several options depending on his qualification. These options are:

- Assignment to a vacancy in a Category A unit (Air National Guard or Air Force Reserve unit authorized 48 part drills per year), or to a Part I mobilization position (augmentation assignment to a major air command) provided, individually locates such a vacancy and makes the necessary arrangements.

- Assignment to the Ready Reserve Reinforcement Personnel Section (RRPS) Ready Reserve training Category 1, which authorizes non-pay training such as ECI courses and other point gain activities prescribed by the Secretary of the Air Force).

- Assignment to the Retired Reserve

- Assignment to the Inactive Standby Reserve Section (ISLRS). This does not constitute assignment to ISLRS for "failure to meet annual participation requirements for retention of active status" under AFM 35-3, and does not preclude subsequent transfer to a Ready Reserve program.

All members remaining in the Standby Reserve who are not eligible for retirement credit training will be transferred to ISLRS unless they qualify and request assignment under one of the other options. The Air Reserve Record Center began making reassignments March 1. Reassignments are effective on the members' anniversary dates July 1, 1965, whichever is earlier.

Individuals with 18 but less than 20 years of satisfactory service for retirement will be retained in the NARS until the date he completes 20 years satisfactory retirement service or





In July 1947, then brigadier General John P. McConnell, deputy special assistant to the Chief of Staff, Reserve Forces, was photographed reading the first issue of a publication called "Air Reserve Forces Review." General McConnell

GENERAL John P. McConnell, the Air Force's new chief of staff, brings with him a wealth of experience and knowledge in Air Reserve Forces affairs. In July 1947 (the month the Air Force became a separate service), General McConnell, then a brigadier general, was appointed chief of the Reserve and National Guard Division of the Air Force. From December 1948 to August 1950, he served as deputy special assistant to the Chief of Staff, USAF, for Reserve Forces.

These were the fledgling years for the Air Force and what was termed the "rejuvenation" period for the Reserve Forces. In that period General McConnell played an important policy making role as a member of the "Gray Board," and as an Air Force representative on the tri-service "Civilian Components Policy Board." His vigorous efforts in behalf of the Air Reserve Forces and its Five-Part-Program helped bring about the first realistic approach to the training of Reservists using Regular Air Force facilities, supplies and equipment.

played a key role in the birth of the Air Force's official magazine for the Air Reserve Forces. In July 1952, the publication was renamed "The Air Reservist."

years, whichever is earlier. Individuals with 19 but less than 20 years will be retained until completion of 20 satisfactory years or for two years, whichever is earlier. Upon completion of the retention period these individuals may request transfer to the Retired Reserve if qualified; otherwise they will be assigned to the ISLRS.

ANOTHER article in last month's issue concerned recent policy changes involving Reservists holding key civilian assignments in the Judicial, Executive and Legislative branches of the Government. Here, too, are more details: The Air Force and the other military services have been directed to re-screen the Ready Reserve to assure that all Ready Reservists are immediately available for military service during a national emergency. The policy change affects transfer to the Standby Reserve of any Reservist whose mobilization would impair production and research which are vital to the national military effort; impair activities necessary to the maintenance of national health, safety, interest; impair the effective functioning and continuity of Federal Government agencies, or create extreme personal or community hardship. In implementing this DOD policy, the Air Force transferred to the Standby Reserve all members of the Ready Reserve who have fulfilled their statutory Ready Reserve obligation and who are members of the President's Cabinet; Presidential appointees requiring Senate confirmation; members of the

Congress; members of the Judiciary of the United States; and key employees in the Executive, Legislative, and Judiciary branches of the United States.

The Office of the Secretary of Defense has determined that all government positions graded GS-15 and above are key positions, and that employees assigned to such positions will be screened from the Ready Reserve unless an individual exception is approved by the Office of the Assistant Secretary of Defense (Manpower). An individual report of justification for any Ready Reservist in a GS-15 or higher position who is not considered to be a key employee was to have been submitted to OSD by March 1, 1965 and will be required annually on December 31, thereafter. The report will include the reasons why the employee is not considered "key," the method of replacement of the individual or elimination of the position in the event of partial mobilization, and the procedure to protect the individual's job rights while he is mobilized without causing an inflation of personnel classification grades.

The status of Ready Reservists in a position of GS-14 and below and of all wage scale employees will be determined by each Federal agency on an individual basis. A Ready Reservist will be considered a key employee and screened out of the Ready Reserve if his position is necessary to the mobilization or emergency functions of a Federal agency and appears on the Department of Labor list of critical occupations for Ready Reserve screening or if the position has a current shortage of qualified personnel and requires a minimum of 90 days

training or experience. Requests for exceptions are not required for employees GS-14 and below.

In keeping with the OSD policy changes, the Air Force also has directed a review of all Air Force Reserve mobilization assignments to insure that no individual, other than Air Reserve Technicians, is permitted to hold a Ready Reserve assignment within the same directorate, general organization, or operational area in which he is presently employed as a civilian.

THREE Air National Guard tactical reconnaissance squadrons will exchange their present RB-57 Canberras for RF-101 Voodoos beginning in October 1965.

Squadrons scheduled to receive the aircraft are the 165th of Louisville, Kentucky; the 154th of Little Rock, Arkansas; and the 192nd of Reno, Nevada. These units are assigned operationally to the Tactical Air Command.

Aircraft initially delivered to the three units will be F-101 fighter-interceptors. They will be modified as RF-101 reconnaissance types. The F-101s will come from active Air Force units which are receiving more modern equipment. The RB-57s will be returned to the Air Force.

Assignment of the RF-101s, the first in the Air Guard inventory, will greatly increase the reconnaissance capability of the three units. The newer aircraft have greater speed than the RB-57s and are capable of being refueled in the air. They will increase the Air Guard's inventory to 19 types of aircraft.



# Help Wanted

**LEGEND:** For officer identification: O-6 stands for Col.; O-5, for Lt. Col.; O-4, Maj.; O-3, Capt.; O-2, 1st Lt. Airman: The AFSC identifies the job title. The letter "X" in an AFSC indicates openings in more than one grade. E-2 indicates A3C; E-3, A2C; E-4, A1C; E-5, SSgt.; E-6, TSgt.; E-7, MSgt.; E-8, SMSgt.; and E-9, CMSgt.

## AFRes Vacancies . . .

### ALABAMA

| Maxwell AFB, 4 APFIt. |             |    |  |
|-----------------------|-------------|----|--|
| Officer               | Airman      |    |  |
| AFSC Grade No.        | 64550 E-5   | 1  |  |
| 7024 O-3              | 702X0 E-3/5 | 2  |  |
|                       | 702X1 E-3/5 | 14 |  |

### ARIZONA

| Luke AFB, 302 ARSq. |           |   |  |
|---------------------|-----------|---|--|
| Officer             | Airman    |   |  |
| AFSC Grade No.      | 27150 E-4 | 1 |  |
| 1535 O-2/3          |           |   |  |

#### Det. 4, 12 Mbl. Comm. Sq.

| Officer        | Airman      |   |  |
|----------------|-------------|---|--|
| AFSC Grade No. | 30431 E-3   | 1 |  |
|                | 30434 E-3   | 1 |  |
| 272X0 E-3/7    | 36350 E-4/5 | 2 |  |
| 29350 E-4      | 421X3 E-3/5 | 4 |  |
| 30331 E-3      |             | 1 |  |

#### Det. 7, 12 Mbl. Comm. Sq.

| Officer        | Airman      |   |  |
|----------------|-------------|---|--|
| AFSC Grade No. | 304X4 E-3/4 | 3 |  |
|                | 36350 E-4/5 | 2 |  |
| 272X0 E-3/7    | 36350 E-4/5 | 2 |  |
| 303X1 E-5/6    | 42133 E-3   | 2 |  |

### CALIFORNIA

| Alameda NAS, 8 APFIt. |             |   |  |
|-----------------------|-------------|---|--|
| Officer               | Airman      |   |  |
| AFSC Grade No.        | 30431 E-3   | 1 |  |
| 70230 E-3             | 30434 E-3   | 1 |  |
| 702X1 E-3/4           | 36350 E-4/5 | 2 |  |
|                       | 421X3 E-3/5 | 4 |  |

#### Fort Miley, 2 APGp.

| Officer        | Airman    |   |  |
|----------------|-----------|---|--|
| AFSC Grade No. | 30431 E-3 | 1 |  |
| 70231 E-3      | 30434 E-3 | 1 |  |

#### 5 Air Postal Flight

| Officer        | Airman    |   |  |
|----------------|-----------|---|--|
| AFSC Grade No. | 30431 E-3 | 1 |  |
| 702X1 E-3/5    | 30434 E-3 | 1 |  |

| Hamilton AFB, 12 Mbl. Comm. Sq. |             |   |  |
|---------------------------------|-------------|---|--|
| Officer                         | Airman      |   |  |
| AFSC Grade No.                  | 272X0 E-4/7 | 5 |  |
| 29330 E-3                       | 304X4 E-4/7 | 2 |  |
|                                 | 42153 E-4/5 | 2 |  |

#### Hamilton AFB, 349 TCWg.

| Officer        | Airman      |   |  |
|----------------|-------------|---|--|
| AFSC Grade No. | 461X1 E-4/6 | 2 |  |
|                | 42450 E-4/5 | 2 |  |
| 43330 E-4/5    | 70570 E-6   | 1 |  |

#### March AFB, 452 TCWg.

| Officer        | Airman       |    |  |
|----------------|--------------|----|--|
| AFSC Grade No. | 431X1A E-3/6 | 51 |  |
|                | 571X0 E-3/6  | 17 |  |
| 1055Z O-2/3    | 631X0 E-3/6  | 18 |  |
|                | 647X0 E-3/6  | 10 |  |
| 27430 E-5      |              | 4  |  |

| Norton AFB, 12 Mbl. Comm. Sq. |             |   |  |
|-------------------------------|-------------|---|--|
| Officer                       | Airman      |   |  |
| AFSC Grade No.                | 272X0 E-4/7 | 7 |  |
| 3034 O-3                      | 73250 E-4   | 1 |  |

#### San Jose, 6 APFIt.

| Officer        | Airman    |   |  |
|----------------|-----------|---|--|
| AFSC Grade No. | 272X0 E-4 | 1 |  |
| 64650 E-5      |           |   |  |
| 70251 E-4      |           | 1 |  |

| Travis AFB, 12 Mbl. Comm. Sq. |             |   |  |
|-------------------------------|-------------|---|--|
| Officer                       | Airman      |   |  |
| AFSC Grade No.                | 293X0 E-3/6 | 2 |  |
|                               | 30351 E-4/5 | 2 |  |
| 1634B O-3                     | 304X1 E-3/5 | 2 |  |
|                               | 421X3 E-2/5 | 6 |  |
| 272X0 E-3/7                   | 70250 E-4   | 1 |  |

### FLORIDA

| Homestead AFB, 301 ARSq. |             |   |  |
|--------------------------|-------------|---|--|
| Officer                  | Airman      |   |  |
| AFSC Grade No.           | 43251 E-5   | 1 |  |
|                          | 43470 E-6   | 1 |  |
| 43131A E-3               | 492130B E-5 | 2 |  |

| MacDill AFB, 13 Mbl. Comm. Sq. |             |   |  |
|--------------------------------|-------------|---|--|
| Officer                        | Airman      |   |  |
| AFSC Grade No.                 | 303X1 E-4/6 | 3 |  |
|                                | 30451 E-5   | 1 |  |
| 272X0 E-4/7                    | 30434 E-3   | 1 |  |

### GEORGIA

| Dobbins AFB, 1 APGp. |           |   |  |
|----------------------|-----------|---|--|
| Officer              | Airman    |   |  |
| AFSC Grade No.       | 30431 E-3 | 1 |  |
| 70270 E-6            |           |   |  |

#### 1 Air Postal Flight

| Officer        | Airman    |    |  |
|----------------|-----------|----|--|
| AFSC Grade No. | 30431 E-3 | 1  |  |
| 70250 E-4      |           |    |  |
| 702X1 E-3/5    |           | 12 |  |

| Dobbins AFB, 445 TCWg. |             |    |  |
|------------------------|-------------|----|--|
| Officer                | Airman      |    |  |
| AFSC Grade No.         | 431X1A E-3  | 14 |  |
|                        | 56550 E-5   | 4  |  |
| 1055A O-2/3            | 571X0 E-3/6 | 6  |  |
|                        | 581X0 E-3/6 | 4  |  |
| 27430 E-5              |             | 3  |  |

| Hunter AFB, 13 Mbl. Comm. Sq. |             |   |  |
|-------------------------------|-------------|---|--|
| Officer                       | Airman      |   |  |
| AFSC Grade No.                | 30371 E-6   | 1 |  |
|                               | 30431 E-3   | 1 |  |
| 3034 O-3                      | 304X4 E-3/5 | 3 |  |
|                               | 30434 E-3   | 1 |  |
| 272X0 E-3/7                   |             | 9 |  |

| Robins AFB, 13 Mbl. Comm. Sq. |             |   |  |
|-------------------------------|-------------|---|--|
| Officer                       | Airman      |   |  |
| AFSC Grade No.                | 303X1 E-3/5 | 2 |  |
|                               | 30451 E-5   | 1 |  |
| 1634B O-2/3                   | 304X4 E-3/7 | 4 |  |
|                               | 363X0 E-3/5 | 2 |  |
| 272X0 E-3/7                   | 421X3 E-3/5 | 2 |  |
| 293X0 E-3/4                   | 70250 E-4   | 1 |  |

### MICHIGAN

| Selfridge AFB, 305 ARSq. |              |   |  |
|--------------------------|--------------|---|--|
| Officer                  | Airman       |   |  |
| AFSC Grade No.           | 30170 E-6    | 1 |  |
|                          | 43470 E-6    | 1 |  |
| 1535 O-2/3               | 73270 E-6    | 1 |  |
|                          | 921X0A E-5/6 | 2 |  |
| 30151B E-5               | 92250A E-5   | 1 |  |

| Det. 1, 11 Mbl. Comm. Sq. |           |   |  |
|---------------------------|-----------|---|--|
| Officer                   | Airman    |   |  |
| AFSC Grade No.            | 39330 E-3 | 1 |  |
|                           | 30434 E-3 | 1 |  |
| 272X0A E-4/6              | 42133 E-3 | 2 |  |
| 27250B E-5                |           | 1 |  |

### MISSOURI

| Richards-Gebaur AFB, 11 Mbl. Comm. Sq. |             |   |  |
|--|-------------|---|--|
| Officer                                | Airman      |   |  |
| AFSC Grade No.                         | 30351 E-4   | 1 |  |
|  | 30431 E-3   | 1 |  |
| 1634 O-3                               | 30434 E-3   | 1 |  |
|  | 36330 E-3   | 1 |  |
| 272X0 E-3/7                            | 42133 E-2/3 | 2 |  |

### OHIO

| Wright-Patterson AFB, 11 Mbl. Comm. Sq. |             |   |  |
|---|-------------|---|--|
| Officer                                 | Airman      |   |  |
| AFSC Grade No.                          | 303X1 E-3/6 | 2 |  |
|   | 304X4 E-3/5 | 3 |  |
| 272X0 E-3/6                             | 421X3 E-3/4 | 2 |  |
| 293X0 E-3/5                             |             | 2 |  |

### NEBRASKA

| Offutt AFB, 11 Mbl. Comm. Sq. |             |   |  |
|-------------------------------|-------------|---|--|
| Officer                       | Airman      |   |  |
| AFSC Grade No.                | 30351 E-5   | 1 |  |
|                               | 30451 E-5   | 1 |  |
| 272X0 E-3/7                   | 421X3 E-3/6 | 2 |  |

### NEW YORK

| Suffolk County AFB, 11 Mbl. Comm. Sq. |             |   |  |
|---------------------------------------|-------------|---|--|
| Officer                               | Airman      |   |  |
| AFSC Grade No.                        | 272X0 E-5/7 | 8 |  |
| 3034 O-2/3                            | 303X1 E-5/6 | 3 |  |

### NORTH CAROLINA

| Greensboro, 2 APFIt. |           |    |  |
|----------------------|-----------|----|--|
| Officer              | Airman    |    |  |
| AFSC Grade No.       | 30431 E-3 | 2  |  |
|                      | 36330 E-3 | 2  |  |
| 702X0 E-3/4          |           | 11 |  |
| 702X1 E-3/4          |           |    |  |

### OKLAHOMA

| Tinker AFB, 13 Mbl. Comm. Sq. |             |   |  |
|-------------------------------|-------------|---|--|
| Officer                       | Airman      |   |  |
| AFSC Grade No.                | 293X0 E-3/7 | 5 |  |
|                               | 30171B E-7  | 1 |  |
| 1634B O-3/4                   | 363X0 E-3/4 | 2 |  |
|                               | 42133 E-3   | 4 |  |
| 272X0 E-3/7                   | 47151 E-4   | 1 |  |
| 291X0 E-2/6                   | 64650 E-5   | 1 |  |

### TENNESSEE

| Memphis MAP, 3 APFIt. |             |    |  |
|-----------------------|-------------|----|--|
| Officer               | Airman      |    |  |
| AFSC Grade No.        | 702X0 E-3/4 | 2  |  |
| 7024 O-3              | 702X1 E-3/5 | 10 |  |

### TEXAS

| Bergstrom AFB, 13 Mbl. Comm. Sq. |           |   |  |
|----------------------------------|-----------|---|--|
| Officer                          | Airman    |   |  |
| AFSC Grade No.                   | 30454 E-5 | 1 |  |
|                                  | 36330 E-3 | 1 |  |
| 272X0 E-5/6                      | 42153 E-4 | 1 |  |
| 30351 E-5                        |           | 1 |  |

| James Connally AFB, 13 Mbl. Comm. Sq. |             |   |  |
|---------------------------------------|-------------|---|--|
| Officer                               | Airman      |   |  |
| AFSC Grade No.                        | 303X1 E-3/6 | 4 |  |
|                                       | 304X1 E-3/5 | 2 |  |
| 3034 O-2/3                            | 30434 E-3   | 2 |  |
|                                       | 36350 E-4   | 1 |  |
| 272X0 E-3/6                           | 42133 E-3   | 1 |  |
| 29330 E-3                             |             | 1 |  |

| Kelly AFB, 13 Mbl. Comm. Sq. |           |   |  |
|------------------------------|-----------|---|--|
| Officer                      | Airman    |   |  |
| AFSC Grade No.               | 30451 E-5 | 1 |  |
|                              | 30434 E-3 | 1 |  |
| 1634 O-2/3                   |           |   |  |
|                              | 30434 E-3 | 1 |  |
| 272X0 E-3/7                  |           | 5 |  |

### UTAH

| Hill AFB, 12 Mbl. Comm. Sq. |             |   |  |
|-----------------------------|-------------|---|--|
| Officer                     | Airman      |   |  |
| AFSC Grade No.              | 304X4 E-3/6 | 3 |  |
|                             | 363X0 E-3/5 | 3 |  |
| 272X0 E-3/5                 | 421X3 E-3/5 | 5 |  |
| 303X1 E-3/6                 | 70250 E-4   | 1 |  |

### WASHINGTON

| Fairchild AFB, 12 Mbl. Comm. Sq. |             |   |  |
|----------------------------------|-------------|---|--|
| Officer                          | Airman      |   |  |
| AFSC Grade No.                   | 303X1 E-3/6 | 5 |  |
|                                  | 30431 E-3   | 1 |  |
| 3034 O-2/3                       | 304X4 E-3/7 | 3 |  |
|                                  | 363X0 E-3/5 | 3 |  |
| 272X0 E-3/7                      | 421X3 E-2/5 | 4 |  |
| 293X0 E-3/6                      | 73250 E-4   | 1 |  |

## ANG Vacancies . . .

### PENNSYLVANIA

Pilot vacancies in the grades of captain or lieutenant exist in PaANG. Positions offer 48 paid drills, plus 36 additional flying periods and 15-days active duty. Write to the commander of the following units: 171 ATWG. (C-121) or 112 FGp. (F-102), Gtr. Pittsburgh AP, Coraopolis, 15108; 168 ATGP. (C-121), Olmsted AFB, 17057; or 111 ATGP. (C-97), at Willow Grove NAS, 19090.

### TEXAS

The ANG Base Detachment, Hensley Field, Dallas, needs a Flying Training Instructor, NGC-12. Starting salary, \$10,250. Applicant must be a qualified instructor pilot/flight examiner in the KC-97 aircraft and aerial refueling mission; be a senior captain or junior major; and ready to assume duties immediately. Applicants should contact the 136th Air Refueling Gp., Hensley Field.

### ALASKA

| Kulis ANG Base, Anchorage, 144 ATSq. |           |   |  |
|--------------------------------------|-----------|---|--|
| Officer                              | Airman    |   |  |
| AFSC Grade No.                       | 30431 E-3 | 1 |  |
|                                      | 30434 E-3 | 1 |  |
| 1045Z O-2                            |           |   |  |
| 6424 O-3                             |           |   |  |
| 6424 O-2                             |           |   |  |

### ILLINOIS

| O'Hare IAP, 264 Comm. Sq. |           |   |  |
|---------------------------|-----------|---|--|
| Officer                   | Airman    |   |  |
| AFSC Grade No.            | 471X1 E-4 | 1 |  |
|                           | 771X0 E-4 | 1 |  |
| 291X0 E-4                 |           | 4 |  |

### IOWA

| Fort Dodge, 133 AC&W Flt. |             |   |  |
|---------------------------|-------------|---|--|
| Officer                   | Airman      |   |  |
| AFSC Grade No.            | 273X0 E-3/7 | 1 |  |
| 9326 O-3                  | 304X0 E-3/6 | 1 |  |
| 1744 O-2                  |             | 3 |  |

### MINNESOTA

| Mpls.-St. Paul IAP, 133 ATGP. (MATs) |              |   |  |
|--------------------------------------|--------------|---|--|
| Officer                              | Airman       |   |  |
| AFSC Grade No.                       | 62250 E-3/4  | 1 |  |
|                                      | 54750 E-3/5  | 1 |  |
| 1435C O-2/3                          | 42152 E-3/5  | 1 |  |
| 1045B O-2/3                          | 42152A E-3/5 | 1 |  |
|                                      | 70250 E-3/5  | 1 |  |
| A43570 E-6/7                         | 90470 E-6    | 9 |  |

### NEW HAMPSHIRE

| Grenier Field, 157 ATGP. |           |        |       |
|--------------------------|-----------|--------|-------|
| Officer                  |           | 53250  | E-5   |
| AFSC                     | Grade No. | 54250Z | E-4   |
| 9025                     | O-2       | 55150  | E-4   |
| Airman                   |           | 55250  | E-4   |
| 24270                    | E-6       | 56450Z | E-4   |
| 29150                    | E-4/5     | 56930  | E-5   |
| 36251                    | E-4       | 58250  | E-4/5 |
| 36271                    | E-7       | 60331  | E-4   |
| 42152                    | E-3/4     | 62250  | E/4   |
| 42143                    | E-3       | 67152  | E-5   |
| 42450                    | E-4/5     | 75172  | E-6   |
| 43151A                   | E-3/4     | 90170  | E-7   |
| 43251                    | E-3/4     | 90250  | E-3/4 |
| 47151                    | E-4       | 90252  | E-4   |
| 47152                    | E-4       | 90270  | E-6/7 |
| 47153                    | E-4       |        |       |



# The World's Largest Orderly Room

*Small ARRC unit  
handles administrative work  
for thousands of Reservists . . .*

WITH responsibilities extending from Maine to California and Oregon to Florida, the Air Force's Reserve Unit Personnel Records Office in Denver, Colorado, composes the world's largest orderly room.

A product of economy, the office resulted from a Continental Air Command decision to save the taxpayer money by eliminating administrative work previously performed by 365 Air Reserve squadrons scattered across the United States. To handle the paperwork, the Unit Personnel Records Office was established under the Director of Reserve Affairs at the Air Reserve Records Center.

Geared to process thousands of personnel actions every month and answer on an average of 2,000 letters in the same length of time, the office consists of only 13 airmen headed by First Lieutenant Robert W. Ackerman, a Reservist on active duty. It has two distinct divisions. First, the Specialized Records Section, and second, is the Part III Records Section.

In the Specialized Records Section are the 9767th Air Reserve Squadron (Air Force Academy Liaison Officers) with approximately 800 officers assigned, the 9525th Air Reserve Squadron (Judge Advocate General Area Representatives) with approximately 300 officers assigned and the Overseas administrative unit (MOARS Part 1 overseas) with about 600 officers and airmen assigned. This last unit, although unnumbered, is administered as though it were a squadron. These Reservists are assigned to an overseas MOARS Part 1 position but are attached to units nearest their home address for training.

All squadron administration and unit personnel actions and functions are accomplished by the Denver office for these squadrons. Each has its own squadron letterhead and orders series numbers.

The second section (Part III Records Section) operates as a Consolidated Base Personnel Office for some 18,000 Reservists assigned to the 365 Air Reserve squadrons.



*Busy staff of "world's largest orderly room" pose between banks of Reserve files administered in Denver.*

Each of these squadrons does some of its own administration, but the field personnel record is maintained in Denver.

These two units are the only ones of their kind. They are, in effect, squadron orderly rooms with members as far away as Hawaii, yet administered daily as if they were in the local neighborhood.

The Reservists who belong to the 9767th Air Reserve Squadron and the Air Force Academy Liaison program are a breed of synthetic Academy alumni operating in every state. They work without pay as counselors and advisers to prospective Academy candidates. These officers visit and speak at schools, disseminate informational material, talk with interested youngsters advising them of academy requirements and counseling in preparing for application as a candidate. A large percentage of the officers are professional educators. All are very dedicated Reservists.

The Reservists assigned to the 9525th Air Reserve Squadron and the JAGAR Program are also a special group who perform a valuable service without pay. These men are professional lawyers who give legal assistance to active duty and retired military personnel and their dependents located in almost every corner of the 50 states. Although, like their active duty counterparts, they cannot represent a military member in a litigation, the time they expend giving legal advice and assistance is invaluable.

*Personal files maintained by Air Reserve Records Center are available to Reservists . . . a/ Col. Leland Walker, ARRC comdr., and Col. Ben Mariska, director,*

*Reserve Affairs, (seated-center) confer with visiting officers . . . b/ 1st Lt. Robert Ackerman, chief, Unit Personnel Records Office, oversees printing of orders.*





# Air Force Point of View

*"My responsibility . . . is to insure that aerospace power continues to be able to support national policy—that it is powerful enough to deter a major aggression against the Free World and that it is versatile enough to serve well in the lesser conflicts and crises that face our country."*

**General John P. McConnell**  
Air Force chief of staff

**RESERVISTS AND POLITICS:** Air Force Reservists and Air National Guardsmen, not on active duty, and retired Air Force personnel are not covered by the directives governing political activities of active duty personnel. However, to the extent that these personnel identify themselves or are identified with the Air Force, their actions can affect public impressions of the Air Force. Sometimes Reserve or retired military persons place the services in the position of being asked whether it endorses their public views. Their awareness of the responsibilities imposed on active duty military personnel can help them decide for themselves how closely they should identify their public words and actions with the Air Force.

☆☆☆

**LE MAY TRIBUTE:** In a White House ceremony on February 1, at which the President awarded General Curtis E. LeMay his fourth Distinguished Service Medal, the general paid the following tribute to his air staff and commanders: "I wish I could say I was leaving and retiring with a world free of problems. Unfortunately, this is not true. A great number of these problems rest on your shoulders, Mr. President, and you will have to solve them. I am sure a goodly number will require participation by the Air Force. Hopefully, not combat participation, but possibly some of the humanitarian things that we can do. I leave behind the best Air Staff that I have ever seen assembled and the best group of commanders in the field that can be possibly procured. They are at your call, Mr. President."

☆☆☆

**PRESIDENT'S MESSAGE:** President Johnson's budget message to Congress in January proposed an estimated \$49 billion for the Department of Defense from the overall \$99.7 billion estimate for the entire Government. The estimated outlay for the Air Force in the FY '66 budget is \$18.9 billion.

In the President's message on defense, delivered earlier to Congress, he said, "for the past four years the focus of our national effort has been upon assuring an indisputable margin of superiority for our defenses . . . This strength has been developed to support our basic military strategy—a strategy of strength and readiness, capable of countering aggression with appropriate force, from ballistic missiles to guerrilla bands.

"We shall continue the research and development which retains the options to deploy an antiballistic missile system,

and manned interceptors and surface-to-air missiles against bombers . . . We are continuing development of engines and other systems for advanced aircraft to retain our option for a new manned bomber, should the need arise."

The President revealed that while eliminating two squadrons of B-52s, the earliest models, he was requesting more than \$300 million to continue the program for extending the life and improving the capability of our B-52 strategic bombers. Also that the *Atlas* and *Titan 1* missiles will be retired this year and the remainder of the B-47 forces will be phased out during FY '66.

☆☆☆

**MOL STUDIES:** Proposals are being requested from industrial contractors for design studies to assist in developing the cost and technical information required to proceed with the Manned Orbiting Laboratory. Three contractors will be selected for these initial contracts. The orbiting laboratory program will include development of technology to improve the capabilities for manned and unmanned operations of military significance. It will also include demonstration and development of manned assembly and service in orbit of large structures which may have military significance as a military application. It may include intermediate steps toward operational systems. Upon completion of these design studies contracts, which will be let shortly, a decision will be made whether to proceed with the full-scale development of the orbiting laboratory system—and if a decision is made to proceed with that system, the specific developments and vehicle configurations will be chosen.

☆☆☆

**SOVIET CAPABILITIES:** Defense officials who briefed the press on the defense portion of the President's budget provided the following on Soviet antiballistic missile capabilities: We are confident that we can penetrate Soviet antiballistic missile systems which they could deploy now or could deploy in the next few years. We will continue to spend large amounts of money, in the \$100 million—\$200 million—range per year, to assure that this will be true many years from now. Our emphasis, in other words, not because we have a greater apprehension of an immediate ABM capability on the part of the Soviets, but prudent insurance for some years from now when they might.

☆☆☆

**GIANT TRANSPORT:** The Air Force's C-5A transport is scheduled to be in operation in FY '69. This experimental cargo plane, sometimes referred to as the CX or the CHLS (cargo experimental heavy logistics system) will have three times the payload of the new C-141. Secretary of Defense McNamara said that it is scheduled to have a gross take-off weight of 725,000 pounds; a payload capacity of some 250,000 pounds; an ability to carry 500 to 700 passengers; a speed of approximately 550 miles per hour; a typical range of 5,000 to 7,000 miles; "short-field landing and take-off characteristics;" and be able, "for all practical purposes to carry all the equipment of an Army combat division.

A number of these aircraft would, he said, be able to transport quickly, to Southeast Asia, for example, the 40,000 men and 50,000 tons of equipment needed by an Army division, including its support personnel. "It will be able to land on airfields with runways much shorter than those required for 707 takeoffs and landings."

The secretary said that with approximately 58 (thirty-eight) squadrons of the cargo aircraft there will have been, between 1961 and 1970, an increase of about 600 per cent in our capability for transporting men and equipment to any point in the world."



# CIVIL AIR PATROL

. . . support pact . . . IACE plans . . . SAR missions

**Support Agreement:** Civil Air Patrol, which for 23 years has dedicated its volunteer services to humanitarian and disaster relief work, has officially joined forces with the American Red Cross.

CAP recently signed an agreement whereby the Red Cross may call upon CAP resources directly or through USAF. Whenever CAP is supporting Air Forces during an emergency, the Red Cross will request its support through the USAF mission coordinator controlling CAP resources.

However, in an emergency in which the Red Cross needs air transportation for its personnel, materials or medical supplies to carry out its official relief work, but which does not warrant Air Force participation, Red Cross may call on CAP unit commanders directly. In such instances, any authorized Red Cross representative may contact the nearest CAP unit commander for use of CAP resources.

Red Cross will reimburse CAP for fuel, lubricants and communications costs expended on missions carried out at its request, except those missions in which CAP resources are provided under control of the USAF.

**Change Program:** Plans for the 15th International Air Cadet Exchange (IACE), the 18th annual program since its inception in 1948, have been confirmed. CAP cadets and escort officers will arrive in Washington, D. C., July 1 to begin the program. It will end August 14, with the return of CAP cadets to the U.S. and foreign cadets to their homes. The Air Cadet League of Canada originally proposed the IACE in 1947 and the following year marked the first exchange between CAP and the organization. This year, 23 countries have been invited to take part. Fifteen have accepted thus far with more expected to join.

National officials of CAP, led by Colonel Paul W. Turner, CAP national board chairman and Colonel Allen F. Herzberg, USAF, deputy national commander, were guests at the Air Cadet League of Canada's annual meeting in Ottawa, February 9-11.

**SAR Missions:** CAP pilots flew more than two-thirds of all flying hours expended on air search and rescue in Continental United States in 1964.

The figures released by USAF's Air Rescue Service, pertain to Air Force directed aerial search missions. They

show that CAP pilots, flying their own or corporate-owned aircraft accounted for 16,891 of the 24,527 flying hours expended on this humanitarian service.

The figures also revealed that CAP pilots flew 321 of the 528 search and rescue missions supervised by Air Rescue Service during the year. In addition, CAP pilots flew another 151 of 418 rescue missions flown in Alaska.

CAP's 1964 search and rescue effort, represented 68.9 per cent of the total flying hours expended and 60.8 per cent of the total missions undertaken by the Air Rescue Service.

Air Rescue Service directs the nation's air search and rescue activity in which CAP pilots participate along with pilots of all branches of the armed forces, civilian pilots of state and local government, and civic organizations.

**Material Gains:** CAP enjoyed a banner year during 1964 under the Department of Defense's program for donation of excess and surplus property.

The dollar value of DOD surplus and excess property received by CAP during the year was \$14,552,910, compared to \$5,671,115 in 1963. This amount reflects the actual cost of the property when originally acquired by DOD. CAP receives the property only after it has been declared excess or surplus to DOD needs, which is normally after many years of use by the military services.

Material officials at CAP's national headquarters said that the 1964 increase was mainly attributable to the acquisition of 78 trainer-type aircraft. However, CAP also was able to obtain considerably more vehicles from military excess than in past years.

As a result of receiving the T-34 aircraft, CAP's corporate aircraft fleet received a significant boost for the first time in several years. CAP ended the year with a total of 893 aircraft in its corporate fleet as compared with 825 at the close of 1963.

**Disaster Relief:** Civil Air Patrol's capability to respond in a major emergency was demonstrated during December and January when its personnel joined disaster relief agencies in helping to relieve the suffering of thousands in the Pacific Northwest.

Its members helped bring marooned families out of flood stricken areas and later shifted their efforts to establishing mobile communications for Civil Defense and Red Cross teams. Other CAP

units assisted Civil Defense personnel in setting up refugee centers and worked around the clock in manning command posts. CAP pilots airlifted Red Cross and Civil Defense workers, flew aerial survey missions, airlifted food, medicines, emergency power equipment and other supplies.

Nearly all of CAP's 25 units in Oregon put personnel, aircraft, vehicles and communications facilities into the flooded areas during the disaster. They continued their relief work after the flood waters receded, helping communities reestablish a normal pattern of life.

CAP units in California also provided disaster relief in their state.

**Drill Team:** A group of coeds at the Oklahoma State University hold the distinction of being the first senior member, all-woman drill team in CAP.

Calling themselves the *CAP-ettes*, the group recently was chartered by the student senate as a campus organization. They are members of the Stillwater Composite Squadron of CAP's Oklahoma Wing. The coeds, ranging in age from 18 to 22, meet two evenings a week and have already become an active element of campus life as well as participating in numerous off-campus civic activities.

*"CAP-ettes," Marilyn Johnson and Sharon Davis of Oklahoma State, don flying gear prior to group's trip to McConnell AFB, Kansas, where the girls were given a briefing on the F-105.*





# This is the Tactical Air Command

*... a force of integrated weapon systems  
and skilled airmen poised  
to move anywhere in the world  
on short notice to deter or fight any brand  
of action at any level of violence ...*

**T**ACTICAL AIR COMMAND (TAC) is the U. S. Air Force's long-range, mobile nuclear or non-nuclear tactical strike force. TAC units operate independently or in conjunction with other air or surface forces on a worldwide basis.

As a specified major air command, TAC is assigned one of the largest and most diversified roles in our nation's total aerospace power. It is equipped to fight large or small wars with conventional or nuclear weapons.

TAC maintains strategic and defense capabilities in addition to responsibilities in the following areas: air superiority, interdiction, support of ground forces, reconnaissance, and airlift. The command also has the responsibility of training the majority of U. S. pilots and aircrew members in tactical fighter, reconnaissance and assault airlift techniques.

As a consequence, TAC is a mobile and versatile major air command which can tailor its weapons and tactics to respond to each band in the broad spectrum of war.

TAC is both a combat command and a supporting command. In its combat role the command provides U. S. Strike Command (STRICOM) with its air component for rapid response to emergencies anywhere in the world. TAC also is assigned responsibility for the tactical air planning functions for the Middle East, Africa (south of the Sahara) and Southern Asia (MEAFSA) area as the air component of CINCMEAFSA.

In support of tactical air forces in Europe and the Pacific, TAC provides rotational fighter and assault airlift squadrons and professionally trained personnel for combat aircrews and tactical missile squadrons of U. S. units based overseas.

Also, the command is the focal point for the development and testing of doctrine, tactics, techniques and procedures for tactical air operations. It serves all tactical air forces by developing operational and support requirements and performing operational tests of the resulting equipments.

In addition, TAC has been assigned logistic support responsibilities for U. S. Air Force activities in the MEAFSA area including logistic planning for deployment and employment of command forces for exercises, contingencies and wartime operations.

TAC is a global organization with units distributed world-



*An F-105 gives ground forces  
close support ... a vital  
TAC mission as the  
mobile air arm of  
STRICOM*

wide, but its principal resources are located at 23 bases in the United States, 14 of which are "owned" by TAC.

With TAC headquarters located at Langley AFB, Virginia, the command consists of three subordinate numbered air forces; Nineteenth Air Force, Seymour Johnson AFB, North Carolina, the command element for planning TAC Composite Air Strike Force movements; the Ninth Air Force, Shaw AFB, South Carolina, and the Twelfth Air Force, Waco, Texas. Together, the Ninth and Twelfth Air Forces operate 15 tactical fighter wings, 5 assault airlift wings and one tactical reconnaissance wing. TAC's forces are programmed for additional assault airlift and tactical reconnaissance wings in the near future.

Ninth Air Force includes roughly all Regular and assigned Reserve units east of the Mississippi and Ohio Rivers, while Twelfth Air Force controls those Regular and assigned Reserve units to the west. Both Ninth and Twelfth Air Forces have tactical fighter forces as well as assault airlift, with special "hard core" command elements poised for immediate deployment to any part of the world.

In addition, Ninth and Twelfth Air Forces have heavy training responsibilities. Jet fighter pilots assigned to TAC train in the F-100 at Luke AFB, Arizona; the F-105 at Nellis AFB, Nevada; and the F-4C at Davis-Monthan AFB, Arizona. At Shaw AFB, reconnaissance training in the RB-66, RF-101 and RF-4C is conducted. The 4442d Combat Crew Training Group, Sewart AFB, Tennessee, trains crews from throughout the U. S. Air Force in operation of the C-130 assault airlift aircraft. The 4518th Combat Crew Training Squadron at Luke AFB, Arizona, trains under the Military Assistance Program, crews of the German Air Force in the F-104; and the 4441st Combat Crew Training Squadron at Williams AFB, Arizona, provides training for allied aircrews in F-5 aircraft.

In addition to heavy training responsibilities, the command operates three specialized centers. Besides the USAF Special Air Warfare Center at Eglin AFB, Florida, there are the USAF Tactical Air Reconnaissance Center (TARC) at Shaw AFB, and the USAF Tactical Air Warfare Center (TAWC), also at Eglin AFB. TARC provides a cen-



ency for all facets of tactical aerial reconnaissance, from the development of new techniques to the training of combat ready aircrews and ground technicians. TAWC is the center responsible for testing and evaluating Air Force concepts for increasing the mobility and combat effectiveness of the joint air-ground force.

TAC schools include the USAF Tactical Missile School at Orlando AFB, Florida, and the USAF Air Ground Operations School (AGOS) at Eglin Air Force Auxiliary Field 9. The missile school trains Air Force tactical missile crews in the Mace missile while AGOS trains Army, Navy, Marine Corps and Air Force officers in joint operations. TAC maintains worldwide rotation commitments of tactical fighter squadrons and assault airlift squadrons on three-month rotational duty under the jurisdiction of United States Air Forces in Europe and the Pacific Air Forces.

## **Concepts** **air superiority** **interdiction** **close air support**

The importance of tactical air power was developed during World War II by air and ground commanders. They established the following principles regarding the command and employment of tactical air forces: Gaining air superiority is the first requirement for success of a major land operation. The inherent flexibility of airpower is its greatest asset, making it possible to employ the whole weight of available power against selected areas in turn. The control of available airpower must be centralized with command exercised through the Air Force commander.

In Korea some new tactics were added such as airborne forward controllers directing strikes against enemy targets, and airborne combat rescue operations. During the 37-month-long conflict in Korea, pilots of the Far East Air Forces flew a total of 720,980 sorties, which included 66,177 counterair, 192,581 interdiction, 57,665 close support, 1,659 cargo, and over 200,000 miscellaneous sorties. They scored damaging victories, at a 10 to 1 ratio, over air MIG-15 adversaries, and it was estimated that they caused the destruction of 70 per cent of the North Korean tanks, trucks and artillery pieces.

In wars smaller than in Korea the same elements and principles are present. Tactical air can make a major con-

tribution in counterinsurgency and other limited forms of conflict; it can be selective in its form of attack, and it can be brought to bear in many ways, politically as well as militarily, to support national objectives.

Currently, under offensive and defensive operation, tactical air has three missions: To gain air superiority by attacking hostile airdromes and destroying enemy aircraft on the ground and in the air. To isolate the battlefield by disrupting lines of communication, destroying supply dumps, and attacking hostile troop concentrations in rear areas. To combine their efforts with ground forces, and attack selected objectives in the battle area to pave the way for advance.

Tactical reconnaissance is the gathering and evaluation of intelligence by air observation and photography. Air reconnaissance reports the activity behind the enemy's lines, his build-ups and strong points, when he mobilizes for an assault or moves his supplies.

Tactical airlift is both the rapid air movement to distant areas of combat forces and equipment, and airlift support and resupply of the battle area and airborne operations. Airlift support of combat operations includes air and electronic countermeasures, weather, communications and rescue facilities.

TAC is ready to meet each of the above objectives and takes full advantage of the great technological advances in aerial refueling, weapons and equipment. New refueling techniques have increased the range of TAC's aircraft so that they are limited only by crew endurance. The command is fully equipped with jet fighter aircraft and has turbo-prop aircraft in its assault airlift elements. Supersonic fighters have been operational in TAC units for several years.

TAC is the primary Air Force agency for developing unified doctrine, tactics, procedures and equipment to be used by air forces in counterinsurgency, unconventional warfare and psychological operations. The USAF Special Air Warfare Center (SAWC) was activated in April 1962, to assist in these responsibilities. Located at Hurlburt Field, Eglin AFB, it serves as the development point for doctrine, concepts, tactics, procedures, equipment and weapons. The center has qualified combat ready personnel to assist unified commanders in conducting special air warfare operations. They also instruct and train foreign indigenous personnel in special air warfare operations.

continued/next page

## **GENERAL WALTER C. SWEENEY Jr.**

*The Commander of Tactical Air Command has been at the helm of this fast reacting, flexible combat air force since 1961.*

*General Sweeney is a native of West Virginia. Graduated from West Point in June 1930, he entered flying in 1934.*

*In 1942, he commanded the Army Air Force task group that took part in the Battle of Midway, and later flew B-29s against Japan while chief of staff and deputy commander of the 73rd Bomb Wing. Post-war service includes duty*

*with the Joint War Plans Committee, the Office of the Secretary of the Air Force, and as director of plans for Strategic Air Command. From 1953-55, he commanded the 15th Air Force, leading a trio of Stratojets in the first non-stop jet bomber flight across the Pacific. Prior to joining TAC, he commanded the 8th Air Force at Westover AFB, Massachusetts. General Sweeney is a rated command pilot, aircraft observer and technical observer.*





**a**



**b**



*a/ A TAC assault airlift C-130 aircraft makes an in-flight delivery using the Low Altitude Parachute Extraction System during exercise "Polar Siege" tests conducted in Alaska. New concepts for increasing mobility and combat effectiveness through the application of tactical airpower—including the resupply of ground forces in advanced zones—are developed and tested by the Tactical Air Warfare Center*

*... b/ TAC reconnaissance vehicles, RB-66s, are prepared for pre and post-attack missions in support of STRICOM forces during "Gold Fire I" exercise.*

Aircraft generally used by SAWC were selected for the particular adaptability to special air warfare operation. They include the C-47, C-123, B-26, U-10, T-28 and A-1E. Although these are the primary resources normally used in special air warfare operations, TAC's general purpose forces represent a powerful potential additive if needed for a particular operation.

TAC's general war missions are twofold—augmentation of overseas tactical air forces and operations in defense of the Western Hemisphere. The first of the missions is self-explanatory: TAC deploys both fighter and assault airlift units to Europe and the Far East to augment the peacetime air forces in those areas. Operations in defense of the Western Hemisphere consist of augmenting the Air Defense Command; providing fighters and assault airlift units for defense of Alaska, Canada, the United States and the Caribbean; providing assessment of bomb damage to the United States through reconnaissance operations; and airlifting Army forces to defend critical areas. If required, TAC also provides airlift to support Strategic Air Command and Air Defense Command in dispersal operations.

Worldwide mobility has characterized TAC's family of supersonic fighter and reconnaissance aircraft over the past few years. This requirement applies equally to assault airlift aircraft. This is possible only through painstaking advanced planning, constant attention to the prepackaging of support resources, and a never-ending process of training and exercises. The key to the effectiveness of this concept of fast reaction and swift movement is a command communications system that is adequate and is being further refined for even greater responsiveness to TAC needs.

**STRICOM**

*flexible  
combat ready  
mobile*

This flexible mobility is an important factor in TAC's contribution to the United States Strike Command. With the advent of STRICOM, TAC was assigned a new and vital role as United States Air Force Forces, Strike Command—(USAFSTRIKE). STRICOM is comprised of combat ready units of TAC and the U.S. Continental Army Command.

From its headquarters at MacDill AFB, Florida, STRICOM directs mobile, highly combat ready TAC and Army strike units. These are instantly available to reinforce other unified commands or as the primary force in remote areas.

The entire spectrum of tactical airpower is vividly portrayed in the mission assigned to USAFSTRIKE. Forces must be prepared to deploy from a short alert situation to augment overseas unified commands in the conduct of operations ranging from a show of force to full-scale general war. Also USAFSTRIKE must plan for and be prepared to conduct a wide range of unilateral or bilateral operations in the vast MEAFSA area.

Since most overseas forces are orientated for general war, USAFSTRIKE forces must be constantly prepared to meet contingency situations on a worldwide basis. This capability requires constant training in air superiority, close air support, interdiction, reconnaissance and assault airlift operations. USAFSTRIKE forces continually train and exercise with Army forces—(USARSTRIKE)—so that a highly effective STRICOM Joint Task Force is always prepared and available for deployment when the need arises.

In addition, TAC is obligated to supply strike and assault airlift forces for the unified Atlantic Command. In the event of full activation of the Atlantic Command, as during the Cuban crisis of 1962, commander TAC assumes the responsibility of commander-in-chief, Air Forces Atlantic (CINCAFLANT).



# lements ➤ *reconnaissance tactical fighters assault airlift*

The Composite Air Strike Force (CASF) is a dramatic and potent answer to the acute problem of "local wars." Organized and developed by TAC, the CASF is the initial response to any contingency and can go anywhere in the world on very short notice. Within minutes of an alert, powerful air elements are in motion.

The CASF normally includes squadrons of tactical fighters, reconnaissance units (supersonic jets with photo, weather, and electronic intelligence-gathering equipment), supported by aerial tankers and a fleet of globe-circling assault airlift aircraft. Also included are combat personnel and sufficient supplies and equipment to help sustain the "packed" fighting force for 30 days. Backing up this initial movement is the entire TAC force: any part of which can be moved to bolster the CASF as the situation may warrant.

The CASF arrives combat-ready, capable of performing any type of mission from a leaflet drop to a massive air attack. Single delivery vehicles are equipped to carry any selected armament, including 20mm cannon, high explosive bombs, napalm, guided and unguided rockets and nuclear weapons. Thus, the CASF commander has at his disposal the precise weapon for the required mission.

Twice in 1958, CASF units were dispatched during moments of world crisis. First Lebanon in July. In less than a single day from the Presidential go-ahead, tactical fighters moved from scattered points in the U.S. to airfields in the Middle East and were standing by, awaiting orders.

Five weeks later it was Taiwan. With the Middle East CASF still in place, another TAC force raced across the Pacific. In each instance the arrival of these potent, fighting forces helped stabilize an otherwise turbulent situation. Basically, the CASF offers the means to place a strong, versatile and self-sufficient combat element in a remote area in a minimum of time. The CASF can begin immediate offensive operations in conjunction with local or U.S. military units, or it can defend the area until they arrive. It is a proven deterrent to local wars.

The Tactical Air Warfare Center, with headquarters at Hurlburt Field, explores all means of increasing the mobility and combat effectiveness of joint tactical forces through the application of tactical airpower. At the center, five basic concepts are tested which include Command and Control, Line of Communications, Reconnaissance, Close Air Support and Assault Airlift.

The TAWC employs F-4C, F-100, F-105, RF-101, RB-57, C-130 aircraft and the CH-3C helicopter. These air vehicles are normally employed in joint tactical operations. The basic concept in testing at the TAWC is that current divisions with their full complement of combat equipment, teamed with Air Force units with first-line aircraft, provide the optimum in combat strength and staying power. This combination provides for significant increases in mobility, and the ability to engage the most capable of potential enemies.

Aerial reconnaissance is the greatest single source of intelligence for use by both ground and air forces of STRICOM. TAC's aerial reconnaissance aircrews and technicians provide STRICOM with this essential intelligence. Each reconnaissance aircraft carries about \$100,000 worth of photo equipment. Fitted with image motion compensators which automatically eliminate blurring, these cameras perform well even at supersonic speeds. An RF-101 or RB-66 may have as many as four cameras working

continued/page 14



*a/ Air Commando members of a TAC Special Air Warfare Center, Combat Control Team, employ portable communications equipment to provide TAC pilots with "behind the enemy lines" information and to direct tactical aerial firepower and assault airlift maneuvers during training exercises at Hurlburt Field*

*... b/ F-4Cs of a TAC Composite Air Strike Force, a self-sustaining unit which, in hours, can respond to crises in any part of the world, are refueled by a KC-135 of Strategic Air Command, single manager for aerial refueling requirements.*





C - 135



RB - 66



C - 130

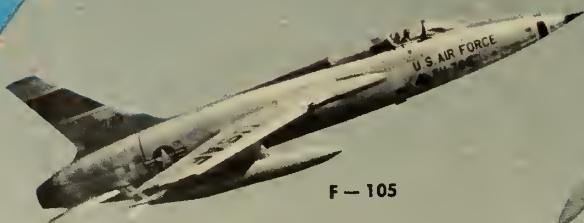
# TAC's Family of Aircraft



RF - 101



F - 100



F - 105



F - 104



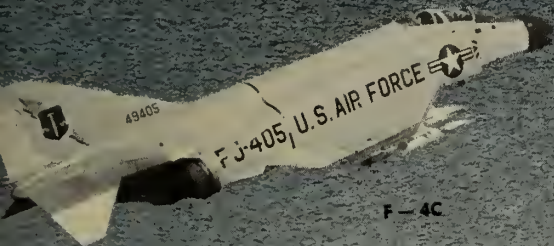
7actical Air Command accomplishes a wide variety of missions requiring a diversification of aircraft ranging in size from the small, single-engine, prop-driven U-10, to the huge, 4-jet-engine C-135 (TAC's airborne command post). Other aircraft are the RF-101 "Voodoo," C-130 "Hercules," F-105 "Thunderchief," RB-66 "Destroyer," F-104 "Starfighter," F-100 "Supersabre," and the F-4C. In addition to the U-10, TAC's Air Commando aircraft include the B-26 "Invader," C-47 "Skytrain," A-1E "Skyraider," T-28 "Trojan," and the C-123 "Provider" which is shown on page 16.



B - 26



T - 28



F - 4C



C - 47



U - 10



A - 1E



*U.S. Army combat troops of the 1st Battalion, 18th Infantry, deploy with their equipment from a TAC C-130 after being airlifted to the battle zone during exercise "Desert Strike." Joint exercises serve as a proving ground for such assault airlift techniques and give realistic training, under extremes of climate, to participants.*



at one time—some forward, some to the side, and others straight down. RF-101 vertical cameras can photograph from 45,000 feet a strip 217 miles long and 8 miles wide, while oblique cameras will produce an area mosaic covering 20,000 square miles.

The wartime reconnaissance pilot is unique in that he is both an "advance man," locating the target, and a follow-up man, returning to photograph the bomb damage. The pilot is the first half of a reconnaissance team. The other half of the team, the reconnaissance technical squadron, produces finished intelligence from the raw reconnaissance photos. These units are manned by highly trained photo technicians, photo interpreters and analysts.

The photo-radar interpreter has special equipment to translate raw camera and radarscope film into a clear picture of intelligence data for combat commanders.

Advances in electronic equipment enable TAC's reconnaissance forces to pinpoint and jam enemy radar and communications networks.

Aerial reconnaissance has made steady progress in recent years. Some of the latest innovations include a rocket launcher permitting an F-100 to deliver reconnaissance films at 400-knot speeds within a 150 foot circle to ground units; a strobe-light system for better night photography; high quality sensors with data-link transmitters for quick ready-out to ground stations; and airborne television enabling ground commanders to actually see what the reconnaissance pilot sees. The new sensors include infra-red, side-looking radar, television, framing camera with in-flight processing and panoramic cameras.

Assault airlift is the aerial delivery of troops and supplies into actual combat zones. In TAC, the long-range, high-speed C-130s are the key assault airlift vehicles of its Composite Air Strike Forces. They provide the "long arm" of tactical deployments worldwide.

The C-130 is TAC's latest aircraft in the business of assault landings of personnel and equipment. This versatile aircraft can drop more than 60 fully-equipped paratroops and is also used for delivery by extraction of heavy field equipment and supplies. The C-130 can operate from short, primitive landing strips.

With a capability of transporting about 90 combat ready troops, the C-130 is a key tool in the Air Force's support of Army operations. It provides a flexible force capable of responding to fluid battlefield situations.

Another assault airlift aircraft employed by TAC is the C-123. Adapted to operate from short, unprepared landing strips, it plays an important part in the support of special air warfare forces.

Personnel of TAC's assault airlift forces maintain their proficiency by training in all phases of airlift operations

which include globetrotting, practice CASF deployment, large-scale joint training exercises and airlift support of supplies and equipment to such varied operations as remote and widely scattered Distant Early Warning sites.

Because of commitments to STRICOM and obligations supporting tactical air operations worldwide, TAC manages its resources with extreme care. To insure maximum efficiency, TAC has established a Professional Force Development Program for aircrews and missile crews, which includes comprehensive training, standardization and evaluation of all activities, and a management control system to provide a critical analysis of progress.

The requirement for training and professionalism is exemplified by the TAC fighter pilot. He must be highly proficient in many skills. He can fly a mission alone or with a unit; he may be called on to strafe and bomb in close proximity to friendly troops or to escort another aircraft. He can fight in air-to-air combat far behind the enemy line as well as find and hit bridges, camouflaged supplies, convoys, and any number of fleeing targets. In most TAC fighter aircraft, he is not only the pilot, but also his own gunner, engineer, bombardier and radio operator. In the new F-4, he gets support from a second pilot in the rear seat.

Assault airlift crews are another example of TAC's requirement for specialized professional skills. TAC assault airlift units are highly trained in global operations and are prepared to operate from the arctic to the tropics.

Paralleling the management, standardization and training programs is a modernization plan that will enhance TAC's overall capabilities. TAC is improving its essential command and control system which will be reflected in increased combat readiness and quicker response. These improvements include a greatly enlarged and modernized TAC command post at Langley AFB, with automated data processing and projection devices to facilitate rapid data assessment and presentation. The command post maintains continuous communication with TAC's C-135 airborne command post during tactical operations. Through this greatly improved command center with its modernized electronic communications systems, data processing and the TAC airborne command post, the TAC commander maintains continuous command and control over all TAC forces as they are deployed to any trouble spot in the world.

Nuclear and non-nuclear ordnance is being redesigned to reduce maintenance and logistics problems; new equipment and techniques are being developed to improve accuracy in the visual and non-visual delivery of munitions, troops and supplies.

The tactical fighter force also is being modernized and expanded. The F-105 aircraft have been introduced into the tactical inventory. Units are also being re-equipped and ne



s formed with the new two-place, two-engine F-4C. The F-105 and the F-4C provide an impressive increase in tactical fighter capabilities over the F-100, both in performance and in all-weather strike operation. A reconnaissance version, the RF-4C, has entered the inventory to improve tactical air reconnaissance capabilities now being accomplished by RF-101 and RB-66 aircraft.

The F-111A is in its development phase and will be introduced into operational units in 1967. It markedly will increase tactical fighter capabilities in range, payload, takeoff and landing performance and all-weather operations.

The backbone of TAC's global fighter and reconnaissance force is the aerial tanker. The KC-135 jet tanker provides refueling service, and it has the added advantage of carrying 88 combat troops without degrading its refueling capabilities. Under the single manager concept of operations, TAC is managing SAC's fleet of KC-135s on a routine basis with increased flexibility and reaction speed.

TAC formerly had its own air refueling units equipped with KB-50 tankers, but the last of these, the 431st Air Refueling Squadron at Biggs AFB, Texas, is scheduled to be deactivated this month.

The tactical fighter is capable of delivering many and varied combinations of munitions in its roles of tactical air support, interdiction and counterinsurgency. Included are 16mm and .50 caliber ammunition, napalm bombs, rockets, air-to-air and air-to-ground missiles, and bombs of various types. Each item of munitions is specifically designed, and combined, to provide the best means available for destruction of the type target assigned. Proficiency in munitions delivery requires intensive training to insure precision strikes against illusive or hardened enemy targets.

In addition to the munitions used on TAC fighter aircraft, the command has responsibility for training *Mace* tactical aircrew crews for overseas commands.

## Support > Air Reserve Forces

In evaluating TAC's present and future resources, one must consider the Air Reserve Forces units earmarked for TAC. More Reservists are assigned to TAC than to any other major air commands.

The total Reserve manpower that can be called to service by TAC rounds out at over 60,000 trained personnel and over 1,400 combat-ready fighters and assault airlift aircraft. TAC is responsible for the supervision of training and indoctrination of about 65 per cent of all flying units in the Air Reserve Forces.

Reserve units assigned include those in the areas of assault transport, troop carrier, tactical fighter, reconnaissance, air commando, air refueling, aerial port, medical and tactical control. Year-round peacetime training is considered by TAC as the key to successful wartime implementation and coordination of the Air Reserve Forces, and Reservists participate in many of the joint training exercises conducted each year.

Realignments have taken place recently in the areas of refueling and medical. Air Force Reserve Medical Service units are being established at all TAC bases in the continental United States. TAC's global mission requires that tactical personnel be available to deploy, on short notice, to tactical units anywhere in the world. In that event, Air Force Reserve Medical Service unit personnel would be called on to maintain essential home-base medical operations.

On February 1, 1965, TAC's Reserve forces were strengthened by the addition of Air National Guard's 136th

continued/next page



*An F-101, TAC fighter, maintains air superiority for an Army tank column as it advances toward its objective during joint exercise "Polar Siege."*

*A TAC forward air controller, using information gained by helicopter inspection of combat zone, directs flight of F-104s in STRICOM exercise.*



OFFICIAL BUSINESS

USAF Recurring Publication 30-1  
No. 30-H-2-65—382,495



a/ An Air Guard RF-84 and KC-97 (assigned to TAC) demonstrate augmentation capability in non-stop flight to Alaska . . . b/ The C-123 is used in assault airlift by Air Reserve Forces and active duty units of TAC . . . c/ Air Force Reserve C-119s augment TAC and also assist with NASA space vehicle recovery tests. Other aircraft flown by TAC's Air Reserve Forces are the RB-57, F-86, F-105, F-100, HU-16 and U-10. ANG is scheduled to receive RF-101s in October.

continued

Air Refueling Wing, Dallas NAS, Texas. Concurrent with its assignment to TAC, the wing underwent a mission and equipment change, and picked up a second group. The 136th's pilots formerly flew the F-86 and F-102 as an air defense unit. Now they are completely equipped with KC-97 aerial refueling aircraft.

The effectiveness of the Air Reserve Forces was demonstrated in 1961 when many of these units were recalled to bolster European defenses. More than 200 Air National Guard pilots flew single-engine jets to European bases less than six weeks after reporting for active duty. It was a milestone in military history.

Also, during the Cuban crisis of 1962, some of TAC's Reserve forces were called to active duty and played a significant role. Their performance during that crisis was labeled "fantastic" by Secretary of Defense McNamara.

Reserve forces equipment must be continually modernized and more expert operational training provided. These forces must be equally as "combat ready" and versatile as TAC's Regular forces. Anything less reduces the ability to respond to an ever-increasing scope of responsibilities.

*Guerrilla warfare, tactical air  
support, assault airlift,  
reconnaissance, air superiority  
or interdiction . . . Name it  
and TAC is ready.*





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APRIL 1965

# *the air reservist*

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES

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e "Minuteman Wing,"  
94th TCWg. at Hans-  
a Field, Mass., salutes  
atriots' Day" with a C-  
O flyover at Lexington,  
ss. [cover photo]

0 years ago Minutemen  
ed the "shot heard  
nd the world" in their  
st for liberty. . . .

day's Minutemen main-  
n these "Ready Now"  
cepts. . . .

e 94th's record is repre-  
ntative of the high  
iber of many other Air  
serve Forces units  
oughout the country.

s record includes: Ac-  
e duty during Korean  
d Cuban episodes/7  
rs of accident-free fly-  
/Combat ready (C-1)  
ing for its 901st and  
4th TCGps.







R... highlights the celebration of "Patriots' Day" by Air Force Reservists of the "Minuteman Wing," otherwise known as the 94th Troop Carrier Wing, L. G. Hanscom Field, Mass. The April 19th celebration commemorates the preparedness of the Minutemen of 1775 during the early days of the Revolutionary War.

## the air reservist

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April 1965

AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

### General John P. McConnell

Chief of Staff, United States Air Force

### Maj. Gen. Curtis R. Low

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# • IN THE NEWS

**Viet-Nam:** Air Force Reserve crews from the South, Midwest and Southwest United States cities have been flying C-124 *Globemasters* on missions to Viet-Nam.

Air Force Reserve crews volunteered to aid U.S. and Vietnamese forces in Southeast Asia. All were from troop carrier units in Dallas and Fort Worth, Texas; Shreveport, Louisiana; Oklahoma City, Oklahoma; and Kansas City, Missouri. They augmented the Military Air Transport Service's trans-pacific airlift to the Philippines and Southeast Asia. Cargo flights were made via Hickam AFB, Hawaii, to Saigon between February 18 and March 8, 1965.

The Air National Guard also has helped shoulder the air transport load to South Viet-Nam since 1961. The Air Guard aircraft have flown over 200 missions to Southeastern Asia countries carrying cargo and equipment. Seven flights already have been made this year. The Air Guard has used C-121s and C-97s extensively on their missions.

One top Reserve officer commented on the contribution of the citizen airmen: "Our pilots and crews welcome an opportunity to demonstrate their professional abilities, particularly when missions of this type can be so valuable in the worldwide movement of essential cargo."

In addition to delivering vitally needed cargo to the Far East, the Reservists gained valuable experience and proficiency flight training in the long overwater hauls which help keep them qualified for any eventuality.

**New Award:** The 174th Tactical Fighter Group of Syracuse, New York, recently became the first to receive the National Guard's new On-The-Job-Training Award for its exceptional airman training program.

The new award will be presented semi-annually to units exceeding the ANG average for per cent of skilled manning and units exceeding ANG's average for a passing rate of Specialty Knowledge Tests. The Air Force estimates that about \$130,000 is saved annually through On-The-Job-Training. National Guard officials say that 88 per cent of their specialist training is done in this manner.

Brigadier General I. G. Brown, assistant chief of the National Guard Bureau for Air, presented the first

award in a Pentagon ceremony. Accepting it were Colonel Curtis J. Irwin, 174th commander, and Master Sergeant William Mulcahy, education and training specialist for the unit.

Twenty-two other ANG units also were equally honored in the first competition. They were: 187th Tac. Recon. Gp., 280th Comm. Sq., and 232nd M. Comm. Flt., Alabama ANG; 188th Tac. Recon. Gp., and 123rd Recon. Tec. Sq., Arkansas ANG; 222nd Radar Relay Sq., California ANG; 103rd F. Gp., Connecticut ANG; 125th Ftr. Gp., Florida ANG; 129th AC&W Sq., Georgia ANG; 154th Ftr. Gp., Hawaii ANG; 132nd Air Defense Wg., and 185th Tac. Ftr. Gp., Iowa ANG; 190th Tac. Recon. Gp., Kansas ANG; 151st Tac. Control Gp., 131st Tac. Control Sq., and 239th Mbl. Comm. Flt., Missouri ANG; 109th Air Trans. Gp., New York ANG; 119th Ftr. Gp., North Dakota ANG; 114th Ftr. Gp., South Dakota ANG; 164th Air Trans. Co., Tennessee ANG; 149th Ftr. Gp., Texas ANG; and 262nd Comm. Sq., of Washington ANG.

**Promotions:** Two Air National Guard officers have been promoted to major general and five to brigadier general.

Promoted to major general rank were Brigadier General Dale E. Shafer, chief of staff of the Ohio ANG, and Brigadier General Donald J. Smith, chief of staff of the Illinois ANG.

Receiving promotions to brigadier general were: Colonel John A. Johnson, assistant adjutant general for Michigan ANG; Colonel Robert Morrell, chief of staff, South Carolina ANG; Colonel Jack H. Owens, chief of staff, Kentucky ANG; Colonel Rolfe L. Pou Jr., deputy chief of staff, Tennessee ANG; and Colonel William H. Webb, commander, 123rd Tactical Reconnaissance Wing, Kentucky ANG.

**Officer Board:** Approximately 7,000 lieutenant colonels, both on and off extended active duty, who are eligible for colonel (Over-all Vacancies), will be considered by a board convened at the Air Reserve Records Center, Denver, Colorado, April 26-May 7. Officers to be considered must have a promotion service date on or before June 30, 1961.

Another board will meet May 11, to consider first lieutenant captains and majors for unit or mobilization assignment vacancies.

To be eligible, first lieutenants must have a promotion service date on or before May 31, 1963; captains and majors must have a promotion service date on or before May 31, 1961.



**Individual Training.** The Air Force retain individual training units similar to the present Air Reserve Squadrons. Membership will be open to Standby Reservists with basic skills needed to meet USAF requirements for reinforcement personnel. Former members of recovery units and Standby Reservists to transfer to the Ready Reserve are eligible if they meet grade and skill requirements.

Plans are being developed for an improved training program oriented to specific grades and skills. Training will be voluntary and Reservists will receive promotion and retirement credits.

**Craft Conversions:** Four Air Force Reserve troop carrier groups now flying C-119 or C-123 aircraft will convert to C-124s during 1965.

They are: the 940th of McClellan AFB, California, to convert in June; the 941st of Dobbins AFB, Georgia, in September; the 941st of Paine Field, Everett, Washington, and the 942nd of March AFB, California, converting in December. The 918th is equipped with C-123s which will be transferred to active duty Air Force Special Forces squadrons. The other three groups fly C-119s.

Presently, each group has about six C-119s or C-123s and is authorized personnel, including 90 Air Reserve technicians. Each group would receive at least eight C-124s and an additional 10 Reservists, including 19 new technicians. The four units have Tactical Air Command as their gaining command. However, when converted they will be reassigned to MATS.

On February 1, 1965, ANGs 136th Tactical Defense Wing, Dallas, Texas, exchanged its F-86s and F-102s for KC-135s, becoming an air refueling wing assigned to TAC. California ANG's 137th Air Defense Wing of Fresno, is converting from F-86L Sabres to supersonic F-102 Delta Daggers. They will receive 19 of these aircraft.

Three ANG tactical reconnaissance squadrons will exchange their present RF-57 Canberras for RF-101 Voodoos beginning in October 1965. They are: the 165th of Louisville, Kentucky; the 166th of Little Rock, Arkansas; and the 192nd of Reno, Nevada. They are assigned to Tactical Air Command. Aircraft initially delivered to the units will be RF-101 fighter-interceptors. They will be modified as RF-101 reconnaissance aircraft. The RB-57s will be returned to the Air Force.

...e

**The Air Defense Command Alert**—page 8

*A message from  
Maj. Gen. Curtis R. Low,  
Assistant Chief of Staff  
for Reserve Forces, USAF.*



To: Former Members of Recovery Units  
Members of Air Reserve Squadrons

I wish you to know of my personal appreciation for your many years of service to the Air Force and to our nation. Additionally, I assure you that a continuing need exists for Reservists in the Individual program. Let me bring you up-to-date on the general situation so that you will have a better picture of our total requirements for Air Force Reservists.

Changes in the world-wide political and military situation generate adjustments within the Air Force which, in turn, affect our requirements for Reservists. Also, there is much greater competition for the limited Reserve resources with priority necessarily going to Reserve Forces units and to specific wartime requirements for individuals. We must set our sights on units and individuals who are required immediately and who are available when called, not those that need several months of additional training. Our objective must be to train our units and individuals in peacetime to a high state of combat capability. I urge you, therefore, to seek assignment in the highest program element in which it is possible for you to serve and to maintain the highest degree of proficiency in your Air Force specialty.

Units, Air Force Reserve and Air National Guard, with a mobilization mission must continue to have first priority in the manning and training of our Air Reserve Forces. Mobilization assignments which augment active force units and headquarters follow closely. The active force reinforcement requirement to meet skill deficits which we have now identified (previously known as the attritional replacement requirement) will come next.

Recent policy changes preclude Reservists assigned to Standby from earning point credits unless they have a remaining military service obligation or have between 18 and 20 years creditable for retirement. I think you can see here the trend is toward placing emphasis on the Ready Reservist who is available and willing to help the Air Force in time of need and for whom the Air Force has a requirement.

The Air Force is retaining the Individual Training Unit Program (currently the Air Reserve Squadrons) as an alternative to a program of training by correspondence courses administered directly by the Air Reserve Records Center. We hope to revitalize these units. The objective is a more comprehensive training program to meet skill deficits in our active and Reserve Forces units. The future of this Individual Training Unit Program will, I am sure, be related to its accomplishments. In this day and age, the military forces can't support programs of questionable value.

Therefore, again let me urge you to accept a Ready Reserve training assignment, if available, in either an Air Force Reserve or Air National Guard unit or a major air command augmentation position. If none of these is available, then I urge you to request assignment to an individual training unit or the Ready Reinforcement Personnel Section, administered by the Air Reserve Records Center.

In summary, this generally is the program as it appears to us for the next few years. I sincerely hope that you will stay with and continue to support our country and Air Force by active participation in the Air Reserve Forces.

*Curtis R. Low*



## Polar Strike

*Army National Guard Eskimo Scouts offload a C-123 of ANG's 144th ATSq., for guerrilla operations in joint exercise "Polar Strike."*



## ANG WINTER EXERCISES

**C**AMPED hard by a main supply route in joint exercise *Polar Strike*, conducted in central Alaska February 4-15, were 30 Army Special Forces and Alaska Army National Guard Eskimo Scouts. Mission: to disrupt behind-the-lines operations to such an extent that the troops would learn to defend themselves against guerrilla-type operations.

To accomplish their vital mission, the Special Forces and Scouts of scattered "guerrilla bands" depended upon air-dropped supplies, mostly delivered at night over hastily prepared and constantly shifting drop zones.

At the same time, a mechanized brigade of the Fourth Infantry Division, Fort Lewis, Washington, was pushing its way overland to confront and turn back the "aggressor."

To keep going, the brigade needed fast, efficient delivery of priority items, including full-track arctic vehicles.

For the first time in a major exercise, not only these missions but the sole responsibility for assault airlift support to one of the two major participating forces was turned over to a unit of the Air Reserve Forces, the Air National Guard's 144th Air Transport Squadron, Kulis ANG Base, Anchorage, Alaska. The 144th flies the only C-123Js in the Air Force—some of them ski-equipped.

In addition to providing cold weather training for the participants, *Polar Strike* served to test the ability of the U. S. Strike Command to reinforce Alaska in an emergency.

*During the past winter months, Air National Guardsmen participated in a variety of training exercises. From the torrid jungles of Panama and the frozen wastes of Alaska to the balmy climes of Hawaii and Puerto Rico, they trained to increase combat effectiveness and augment the active duty forces. Two Pentagon-based representatives of the National Guard Bureau, Major William V. Kennedy, PaARNG, and Mr. Donald W. Coble, accompanied the Air Guardsmen on "Polar Strike" and "Highland Fling" respectively. Here are their on-the-scene reports and capsule descriptions of other ANG unit activities. . . .*

An "aggressor" force, consisting of the Alaska-based 172nd Infantry Brigade reinforced by the 2nd Battalion The Royal Canadian Regiment, was air-landed southeast of Fairbanks by Tactical Air Command C-130s deployed from Elmendorf AFB, Alaska.

To oppose this attack on the Fairbanks area, the Military Air Transport Service flew to Alaska major elements of the Fourth Infantry Division, Fort Lewis. These were reinforced by elements of U. S. Army, Alaska; and the Alaska, Washington and Minnesota Army National Guard.

The Minnesota Army Guardsmen were flown to Alaska by the ANG's 133rd Air Transport Wing, St. Paul, Minnesota, and returned by the 151st Air Transport Group (ANG), Salt Lake City, Utah.

Alaska's 144th ATSq., was assigned to provide all assault airlift required by the "friendly" force, and to support the Special Forces-Eskimo Scout teams deployed behind both friendly and aggressor lines. To accomplish this, the 144th staged through Fort Wainwright, near Fairbanks, but continued to use its primary base facilities at Anchorage.

Despite the long-haul operations this involved, the 144th successfully supported the friendly forces by flying as high as 16 sorties a day into snow and ice-compacted strips.

Its drops of food and other supplies to the Special Forces Scout teams, guided by flashlight at night and panels by day, were rated "first class."

When the move of 22 M-76 Otter track vehicles into the exercise area was delayed by a maintenance problem, the 144th met the emergency by flying the vehicles into the maneuver area in time to meet the original schedule. In all, the 144th flew 165 sorties in 387.5 hours flying time, transporting 1,039 passengers and 233.4 cargo tons.

Major General James C. Jensen, commander, Alaska Air Command, stated, "The airlift provided by the Air National Guard played a major role in making *Polar Strike* a success. Congratulations on a job well done."

In summary, *Polar Strike 1965* demonstrated that the Alaska National Guard, Air and Army, can be counted upon as an asset of the Alaska Command, side-by-side with its Active duty Air Force, Army and Navy components.



THREE increments of Air National Guardsmen, totalling more than 500 officers and airmen, recently spent two weeks each in the torrid jungles of Panama doing their own version of the *Highland Fling*.

They represented the entire complement of ANG's 130th Air Commando Group, Charleston, West Virginia, and *Highland Fling* was the project name given their active duty training at Howard and Albrook AFBs, Panama, in February and March. The 130th is assigned to Tactical Air Command and receives training supervision from TAC's Special Warfare Center at Eglin AFB, Florida.

The Air Commando mission is a broad one. It includes guerrilla support, "bush" flying tactics involving loudspeaker techniques and leaflet drops, parachute delivery of ariel and personnel, forward air controller, aerial photography, and other allied activities. An Air Commando unit must be mobile, flexible and combat ready, and it must be capable of operating in a variety of terrain and under unusual weather conditions.

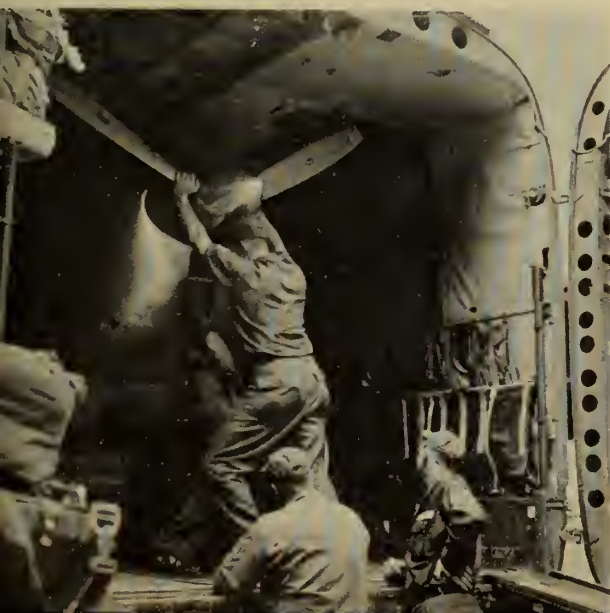
*Highland Fling* gave the 130th Air Commandos the opportunity to augment year-round training, conduct missions in jungle surroundings, and work side-by-side with their active duty counterparts of USAF Southern Command's 13th Air Commando Squadron, and 5700th Air Base Wing, Howard and Albrook Air Force bases.

The 130th is equipped with C-119 and U-10 aircraft. To display mobility, the Air Guardsmen dismantled small, four-passenger U-10s at Charleston, loaded them aboard their C-119s and flew them to Panama where they assembled them for immediate use. Airlift support in transporting the Air Commandos and their unit equipment to Panama was supplied by ANG's 171st Air Transport Wing, Coraopolis, Pennsylvania, and the 167th Air Transport Group, Martinsburg, West Virginia.

During *Highland Fling*, the Air Guardsmen recorded more than 650 flying hours on 151 sorties which included delivery of over 75,000 pounds of cargo. They practiced day and night infiltration and exfiltration missions, low-level navigation, para-bundle and free-fall drops, per-

## Highland Fling

ANG Air Commandos unload U-10 aircraft from their C-119 at Howard AFB, Panama, in test of mobility during "Highland Fling" training.



## Short Count

ANG C-97s deployed Air Guardsmen of 162nd TFSq. to Ramey AFB, P.R., for TAC exercise "Short Count."



sonnel drops, loudspeaker techniques and leaflet drops over simulated enemy territory, and trained at the USAF Tropical Survival School at Albrook AFB.

In addition, the 130th's medical specialists joined active duty personnel in performing special project missions. In one such project, a civic action, the Air Commandos visited the remote village of Ciricito where they helped bring dental and medical attention to the isolated jungle inhabitants.

AIR GUARD crews and aircraft of the 162nd Tactical Fighter Squadron, Springfield, Ohio, and the 198th TFSq., San Juan, Puerto Rico, participated in Tactical Air Command exercise, *Short Count*, on Vieques Island, about 13 miles east of Puerto Rico, from January 28-31.

Deployment of the Ohio Air Guardsmen to Ramey AFB, Puerto Rico, was supported by other ANG units, the 179th TFGp., Mansfield, Ohio and the 126th Air Refueling Wing, Chicago, which deployed its KC-97 *Stratofreighters* to MacDill AFB, Florida to provide inflight refueling for the 162nd's fighter aircraft. Command control for the round trip was provided by the TAC command post at Langley AFB, Virginia.

Under operational control of TAC's 19th Air Force, the ANG fighters flew simulated strikes on ground and water targets. The F-86 *Sabrejets* of the 198th and the F-84F *Thunderstreaks* of the 162nd, flew low-level missions which were vectored by ANG forward air controllers.

Major General Don O. Darrow, 19th Air Force commander, described the exercise as, "... quite successful, providing as it did a valuable opportunity to further sharpen command and control techniques and team work. It also permitted us to work closely with the Air National Guard units ... whose cooperation was outstanding."

TWENTY-SIX Air Guardsmen of the 151st Air Transport Group, Salt Lake City, Utah, spent two weeks at Hickam AFB, Hawaii, during January. In performing their annual field training, the Air Guardsmen worked side-by-side with their active duty counterparts, members of the Military Air Transport Service's 1502nd ATWg.

The officers and men of the 151st were transported to Hickam in one of the unit's C-97s which was on a training mission to Japan. They were returned to Salt Lake City by the same aircraft.

Earlier, about 100 members of ANG's 137th ATGp., Oklahoma City, and the 138th ATGp., Tulsa, Oklahoma, also conducted their annual field training with the 1502nd at Hickam AFB.



# Help Wanted

**LEGEND:** For officer identification: O-6 stands for Col.; O-5, for Lt. Col.; O-4, Maj.; O-3, Capt.; O-2, 1st Lt. Airman: The AFSC identifies the job title. The letter "X" in AFSC 906X0 indicates openings in more than one grade. E-2 indicates A3C; E-3, A2C; E-4, A1C; E-5, SSgt.; E-6, TSgt.; E-7, MSgt.; E-8, SMSgt.; and E-9, CMSgt. The following vacancies exist at Air Postal (AP), Aeromedical Evacuation (AME), Medical Service (MS), Mobile Communications (Mbl. Comm.) and Air Terminal (ATerm.) units.

## AFRes Vacancies . . .

### ALASKA

#### Elmendorf AFB, 526 MSFIt.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 9056 O-3       | 1       | 90258 E-5   |
| 9326 O-3/4     | 2       | 90370 E-6   |
| 9356 O-4/6     | 2       | 90470 E-6   |
| 9416 O-4       | 1       | 90550 E-5   |
| 9735 O-3       | 1       | 906X0 E-5/7 |
| 9754 O-2/3     | 2       | 906X1 E-4/7 |
| 9926 O-4       | 1       | 90770 E-6   |
| Airman         |         | 90870 E-6   |
| 90170 E-6      | 1       | 98150 E-4   |

#### 527 MSFIt.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 9016 O-5       | 1       | 90258 E-5   |
| 9056 O-3       | 1       | 90370 E-6   |
| 9326 O-3/4     | 2       | 90470 E-6   |
| 9356 O-4/6     | 2       | 90550 E-5   |
| 9416 O-4       | 1       | 906X0 E-5/7 |
| 9735 O-3       | 1       | 906X1 E-4/7 |
| 9754 O-2/4     | 3       | 90770 E-6   |
| 9836 O-4       | 1       | 90870 E-6   |
| 9926 O-4       | 1       | 98150 E-4   |
| Airman         |         |             |
| 90170 E-6      | 1       |             |

### ARIZONA

#### Davis Monthan AFB

#### Det. 8, 12 Mbl. Comm. Sq.

| AFSC Grade No. | Airman      |
|----------------|-------------|
| 30331 E-3      | 1           |
| 30431 E-3      | 1           |
| 272X0 E-3/4    | 6           |
| 29330 E-3      | 1           |
|                | 421X3 E-3/4 |

#### Luke AFB, Det. 4, 12 Mbl. Comm. Sq.

| AFSC Grade No. | Airman      |
|----------------|-------------|
| 30331 E-3      | 1           |
| 30431 E-3      | 1           |
| 272X0 E-3/7    | 10          |
| 29350 E-4      | 1           |
|                | 421X3 E-3/5 |

#### Det. 7, 12 Mbl. Comm. Sq.

| AFSC Grade No. | Airman    |
|----------------|-----------|
| 304X4 E-3/4    | 3         |
| 363X0 E-3/4    | 2         |
| 272X0 E-3/7    | 8         |
|                | 70250 E-4 |

#### 41 MSSq.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 9025 O-2/3     | 4       | 90258 E-5   |
| 9326 O-3/4     | 2       | 904X0 E-5/6 |
| 9356 O-4       | 1       | 90258 E-4   |
| 9386 O-4       | 1       | 90258 E-4   |
| 9416 O-4       | 2       | 904X0 E-4/6 |
| 9656 O-4       | 1       | 905X0 E-5/6 |
| 9745 O-2/3     | 3       | 906X0 E-4/6 |
| 9754 O-2/4     | 4       | 90651 E-4/5 |
| 9926 O-4       | 1       | 90770 E-7   |
| Airman         |         | 908X0 E-5/6 |
| 62150 E-5      | 1       | 98150 E-5   |
| 622X0 E-3/5    | 5       |             |

### ALABAMA

#### Maxwell AFB, 4 APFIt.

| AFSC Grade No. | Airman      |
|----------------|-------------|
| 70250 E-4      | 1           |
| 64550 E-5      | 1           |
|                | 702X1 E-3/4 |

#### 523 MSFIt.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 9025 O-4       | 1       | 90258 E-5   |
| 9056 O-3       | 1       | 903X0 E-4/6 |
| 9326 O-3/4     | 2       | 904X0 E-4/6 |
| 9356 O-4       | 1       | 90570 E-6   |
| 9416 O-4       | 1       | 906X0 E-4/7 |
| 9735 O-3       | 1       | 90651 E-4   |
| 9754 O-2/4     | 4       | 90770 E-6   |
| Airman         |         | 90870 E-6   |
| 90150 E-5      | 1       | 98150 E-4/5 |

#### 542 MSFIt.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 90150 E-5      | 1       |             |
| 9056 O-3       | 1       | 90258 E-4/5 |
| 9326 O-3/4     | 2       | 90258 E-5   |
| 9356 O-4       | 1       | 904X0 E-4/6 |
| 9416 O-4       | 1       | 906X0 E-4/7 |
| 9735 O-3       | 1       | 90651 E-4   |
| 9754 O-2/3     | 3       | 90770 E-6   |
| 9836 O-4       | 1       | 90870 E-6   |
| Airman         |         | 98150 E-4/5 |
| 40350 E-5      | 1       |             |

### CALIFORNIA

#### Alameda, 8 APFIt.

| AFSC Grade No. | Airman |
|----------------|--------|
| 702X1 E-3/5    | 6      |

#### Beale AFB, 514 MSFIt.

| AFSC Grade No. | Officer | Airman    |
|----------------|---------|-----------|
| 90252 E-4/5    | 2       |           |
| 9016 O-4       | 1       | 90470 E-6 |
| 9326 O-4       | 2       | 90570 E-6 |
| 9416 O-4       | 1       | 90651 E-5 |
| 9754 O-2/3     | 2       | 90850 E-5 |
| 9836 O-4       | 1       | 98150 E-4 |
| Airman         |         |           |
| 902X0 E-4/7    | 3       |           |

#### Edwards AFB, 456 MSFIt.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 90270B E-7     | 1       |             |
| 90252 E-5      | 1       |             |
| 9416 O-4       | 1       | 90370 E-6   |
| 9735 O-3       | 1       | 90470 E-6   |
| 9754 O-3       | 1       | 90570 E-6   |
| Airman         |         | 906X0 E-5/7 |
| 90170 E-6      | 1       | 90651 E-5   |

#### Fort Miley, 2 APGp.

| AFSC Grade No. | Officer | Airman |
|----------------|---------|--------|
| 70250 E-4      | 1       |        |
| 70231 E-3      | 1       |        |

#### 5th APFIt.

| AFSC Grade No. | Airman |
|----------------|--------|
| 702X1 E-3/5    | 2      |

#### George AFB, 415 MSFIt.

| AFSC Grade No. | Officer | Airman    |
|----------------|---------|-----------|
| 9735 O-3       | 1       | 90670 E-7 |
| 9754 O-2/3     | 2       | 98150 E-4 |

#### Hamilton AFB, 545 MSFIt.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 90370 E-6      | 1       |             |
| 90570 E-6      | 1       |             |
| 9745 O-3       | 1       | 906X0 E-3/7 |
| Airman         |         | 90671 E-6   |
| 40350 E-5      | 1       | 90770 E-6   |
| 90250 E-4      | 1       | 90870 E-6   |

#### Det. 5, 12 Mbl. Comm. Sq.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 29350 E-4/5    | 2       |             |
| 30451 E-5      | 1       |             |
| 1634B O-3      | 1       | 304X4 E-5/7 |
| Airman         |         | 42153 E-4/5 |
| 272X0 E-3/7    | 8       |             |

#### March AFB, Det. 9, 12 Mbl. Comm. Sq.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 29330 E-3      | 1       |             |
| 30434 E-3      | 1       |             |
| 1634B O-3      | 1       | 421X3 E-3/4 |
| Airman         |         |             |
| 272X0 E-3/7    | 8       |             |

#### McClellan AFB, 450 MSFIt.

| AFSC Grade No. | Officer | Airman    |
|----------------|---------|-----------|
| 9926 O-4       | 1       |           |
| 9016 O-4       | 1       | 90370 E-6 |
| 9326 O-3/4     | 2       | 90470 E-6 |
| 9416 O-4       | 1       | 90570 E-6 |
| 9735 O-3       | 1       | 90850 E-5 |
| 9754 O-2/3     | 2       | 98150 E-4 |
| 9836 O-4       | 1       |           |

#### 87 ATermSq.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 6044 O-2/3     | 1       | 60551 E-4/5 |

#### Mather AFB, 3 AMEGp.

| AFSC Grade No. | Officer | Airman |
|----------------|---------|--------|
| 9035 O-4       | 1       |        |

#### 31 AMESq.

| AFSC Grade No. | Officer | Airman        |
|----------------|---------|---------------|
| 64650 E-5      | 1       |               |
| 9754 O-2/3     | 2       | A902X0B E-4/7 |

#### 12 Mbl. Comm. Sq.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 291X0 E-3/7    | 10      |             |
| 293X0 E-3/6    | 9       |             |
| 1634B O-3      | 1       | 30331 E-3   |
| Airman         |         | 304X4 E-3/6 |
| 272X0 E-4/7    | 5       | 421X3 E-3/6 |

#### Moffett Fid. NAS, 6 APFIt.

| AFSC Grade No. | Officer | Airman |
|----------------|---------|--------|
| 70270 E-6      | 1       |        |
| 70231 E-3      | 2       |        |

#### Norton AFB, 42 MSSq.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 9754 O-2/3     | 8       |             |
| 9836 O-4       | 1       |             |
| 9326 O-3/4     | 3       |             |
| 9416 O-4       | 2       | 70450 E-5   |
| 9656 O-4       | 1       | 902X0 E-3/7 |
| 9745 O-3       | 1       | 90850 E-5   |

#### Oakland IAP, 7 APFIt.

| AFSC Grade No. | Officer | Airman |
|----------------|---------|--------|
| 70270 E-6      | 1       |        |

#### Travis AFB, Det. 2, 12 Mbl. Comm. Sq.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 293X0 E-3/6    | 3       |             |
| 303X1 E-4/6    | 2       |             |
| 1634 O-3       | 1       | 30431 E-3   |
| Airman         |         | 421X3 E-2/5 |
| 27270 E-4/7    | 10      | 70250 E-4   |

### GEORGIA

#### Hunter AFB, Det. 13, 13 Mbl. Comm. Sq.

| AFSC Grade No. | Airman    |
|----------------|-----------|
| 29350 E-4      | 1         |
| 30351 E-5      | 1         |
| 272X0 E-3/7    | 7         |
|                | 30474 E-6 |

### HAWAII

#### Hickam AFB, 529 MSFIt.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 902X0 E-3/7    | 4       |             |
| 902X2 E-3/5    | 2       |             |
| 9016 O-4       | 1       | 90370 E-6   |
| 9326 O-3/4     | 2       | 90470 E-6   |
| 9416 O-4       | 1       | 90570 E-6   |
| 9735 O-3       | 1       | 906X0 E-3/7 |
| 9754 O-3       | 2       | 90651 E-5   |
| 9926 O-4       | 1       | 90770 E-6   |
| Airman         |         | 90850 E-5   |
| 90170 E-6      | 1       | 98150 E-4   |

### ILLINOIS

#### Chanute AFB, 46 AMESq.

| AFSC Grade No. | Officer | Airman    |
|----------------|---------|-----------|
| 9754 O-2/3     | 3       |           |
| 9035 O-3       | 1       | 90631 E-3 |

#### Scott AFB, 426 MSFIt.

| AFSC Grade No. | Officer | Airman   |
|----------------|---------|----------|
| 9735 O-3       | 1       |          |
| 9745 O-3       | 1       |          |
| 9326 O-3       | 1       | 9754 O-4 |
| 9356 O-4       | 1       | 9836 O-4 |
| 9416 O-4       | 2       | 9926 O-4 |

### MISSISSIPPI

#### Columbus AFB, 493 MSFIt.

| AFSC Grade No. | Officer | Airman    |
|----------------|---------|-----------|
| 902X0 E-4/7    | 4       |           |
| 90252 E-4/5    | 2       |           |
| 9016 O-4       | 1       | 90370 E-6 |
| 9326 O-3/4     | 2       | 90470 E-6 |
| 9416 O-4       | 1       | 90570 E-6 |
| 9735 O-3       | 1       | 90650 E-5 |
| 9754 O-2/3     | 1       | 90651 E-5 |
| 9836 O-4       | 1       | 90770 E-6 |
| Airman         |         | 90850 E-5 |
| 90170 E-6      | 1       | 98150 E-4 |

#### Keesler AFB, 419 MSFIt.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 90150 E-5      | 1       |             |
| 9416 O-4       | 1       | 902X0 E-3/7 |
| 9735 O-3       | 1       | 90252 E-4   |
| 9745 O-3       | 1       | 90370 E-6   |
| 9754 O-2/3     | 1       | 90450 E-4   |
| 9926 O-4       | 1       | 90570 E-6   |

### FLORIDA

#### Homestead AFB, 90 ATermSq.

| AFSC Grade No. | Officer | Airman |
|----------------|---------|--------|
| 60550 E-4      | 1       |        |
| 60551 E-4      | 1       |        |

#### MacDill AFB, 37 MSSq.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 902X0 E-4/8    | 1       |             |
| 90258 E-4      | 1       |             |
| 904X0B E-4/6   | 1       |             |
| 9326 O-4       | 3       | 90550 E-5   |
| 9416 O-4       | 2       | 906X0 E-6/7 |
| 9656 O-4       | 1       | 90651 E-5   |
| 9754 O-2/3     | 5       | 90750 E-5   |
| 9926 O-4       | 1       |             |
| Airman         |         |             |
| 62150 E-5      | 1       |             |

#### Orlando AFB, 420 MSFIt.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 902X0 E-4/7    | 1       |             |
| 9056 O-3       | 1       | 90370 E-6   |
| 9326 O-3/4     | 2       | 90550 E-5   |
| 9356 O-4       | 1       | 90650 E-5   |
| 9416 O-4       | 1       | 906X1 E-4/7 |
| 9735 O-3       | 1       | 90770 E-6   |
| 9926 O-4       | 1       | 90870 E-6   |
| Airman         |         | 98150 E-4   |
| 90170 E-6      | 1       |             |

#### 421 MSFIt.

| AFSC Grade No. | Officer | Airman      |
|----------------|---------|-------------|
| 90252 E-4/5    | 1       |             |
| 9056 O-3       | 1       | 90370 E-6   |
| 9326 O-2/3     | 1       | 90470 E-6   |
| 9356 O-4       | 1       | 90550 E-5   |
| 9416 O-3       | 1       | 90670 E-7   |
| 9735 O-2/3     | 1       | 90651 E-4/7 |
| 9926 O-4       | 1       | 90770 E-6   |
| Airman         |         | 90870 E-6   |
| 90170 E-6      | 1       | 98150 E-4   |
| 902X0 E-4/7    | 7       |             |

#### Tyndall AFB, 432 MSFIt.

| AFSC Grade No. | Officer | Airman    |
|----------------|---------|-----------|
| 902X0B E-3/7   | 1       |           |
| 90252 E-5      | 1       |           |
| 9326 O-4       | 1       | 90370 E-6 |
| 9356 O-5       | 1       | 90570 E-6 |
| 9416 O-4       | 1       | 90650 E-5 |
| 9735 O-3       | 1       | 90651 E-5 |
| 9754 O-2/3     | 1       | 90770 E-6 |
| 9836 O-4       | 1       | 90850 E-5 |
| Airman         |         | 98150 E-4 |
| 90170 E-6      | 1       |           |



# Reserve Posture

*More modern aircraft for the Air Reserve Forces and increased paid drill training for the Air National Guard were included in Secretary of Defense Robert S. McNamara's report to the House Armed Services Committee, February 18. Excerpts follow:*



For the Air Force Reserve, the FY 1966 budget provides for a total of 45,800 on paid drill training status as compared with 48,800 in the current year and 60,800 in FY 1964. An additional 7,500 Reservists will receive two weeks of duty training, the same as planned for this year.

The decline in Air Force Reserve strength stems principally from the decision to discontinue the Air Force Reserve Recovery Program by the end of this coming year. [All 43 Air Force Reserve recovery groups and recovery squadrons were deactivated by March 31.]

During an intensive review of this program in 1964, we identified 40 recovery groups and 91 recovery squadrons located at airports where we no longer had any emergency recovery requirement. These units, involving approximately 100 men were phased out during June, July and August of last year. Subsequently, we again reviewed the potential of this program to provide useful pre-attack dispersion and post-attack reconstitution capabilities for the major Air Force commands. The Strategic Air Command and Military

Transport Service, we found, could probably do the job themselves without relying on special purpose Reserve recovery units. The Tactical Air Command would be dispersed overseas in most emergency situations. More than one-fifth of the recovery program was designed to support these three combat commands. The supporting commands would probably not be capable of functioning after a strategic nuclear exchange in any event since it would be very difficult to re-establish command control and communications with surviving Air Force units and with higher authority. Moreover, it seems clear that to be even partially effective in this role, the Reserve would need far more manning and equipment than the resultant capability would warrant. The \$20 million that such an effort would cost could be better applied elsewhere.

The decision to discontinue the remainder of the recovery program resulted in a reduction of 10,000 additional paid drill spaces, or a total of 18,600 spaces saved in this program. However, in order to improve the readiness of the airlift elements of the Air Force Reserve, a higher manning level has been authorized and this has required about 7,000 additional spaces. The net effect of all the changes in 1965 was a reduction of 12,000 spaces.

The net decline of 3,000 paid drill personnel in 1966 is due to the changes in the airlift force structure described previously.

The budget provides paid drill training for 77,000 Air National Guard personnel, about 2,000 more than the number receiving paid drill training at the end of the cur-

rent year. This increase is entirely related to the higher manning levels we propose for the airlift elements of the Air Guard in order to raise their readiness posture.

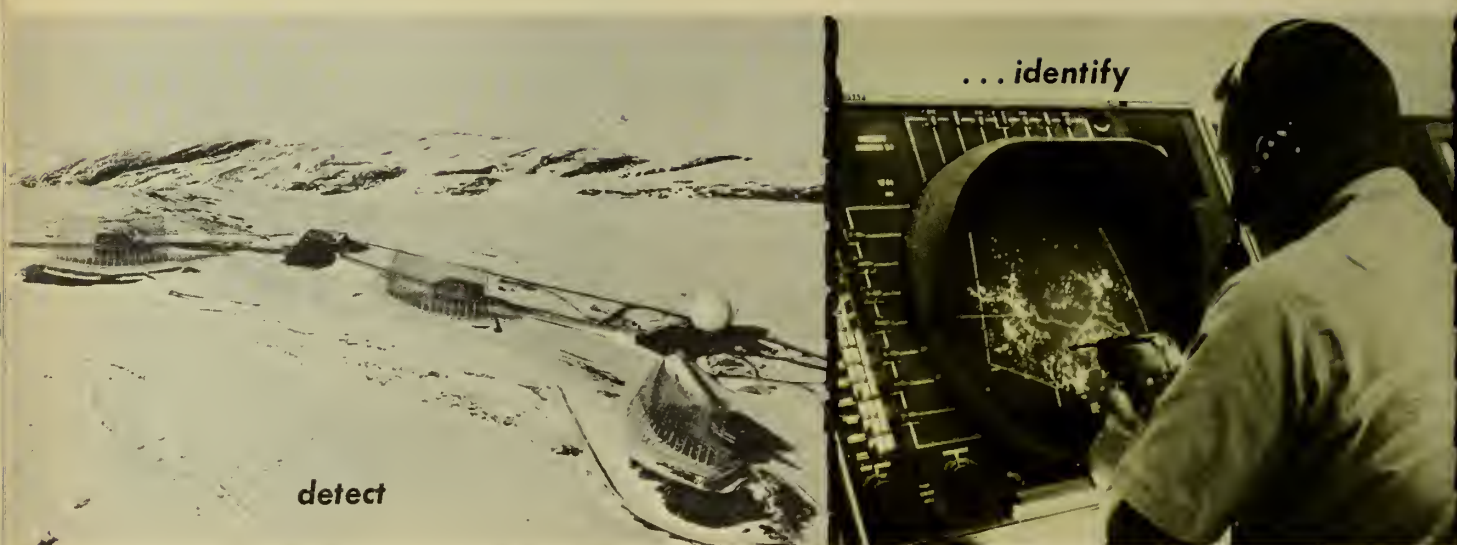
"An intensive review of the airlift units in the Air Force Reserve components has convinced us that the contribution of many of the aircraft to our overall airlift capability is not worth their operating costs, even though those costs are considerably lower than in the active forces. Many of the approximately 870 airlift aircraft now being operated by the Air National Guard and Air Force Reserve are the small, very old C-119s. This aircraft, because of its limited range and carrying capacity, has very little utility except perhaps as a troop carrier in the Western Hemisphere. Since we will complete the buildup of the C-130s in the active forces this fiscal year and the C-141s during the next few years, I believe that we should phase the C-119s out of the Reserve components on a faster schedule than previously planned." [See *Aircraft Conversions*, page 3.]

"As I noted earlier, all of the C-123s in the active forces are being transferred to the Special Forces. We now propose to do the same with the C-123s in the Air Force Reserve over the next few years. With respect to the Air National Guard, we now plan to phase out over a period of years all of the high cost C-121s and all of the C-97s, replacing them with C-124s. The elimination of these obsolescent aircraft from the Air Force reserve components will save about \$60 million per year by FY 1970 and a cumulative total of at least \$200 million over the FY 1966-1970 period. We can buy much more airlift by applying these savings against the cost of the C-5A. The 30 day airlift capability of the force we now propose would, by the end of the program period, be about five times greater than that we actually had at the end of FY 1961.

"The Air National Guard General Purpose Forces at end FY 1965 will consist of about 800 aircraft, including 23 fighter squadrons, 12 reconnaissance squadrons and five squadrons of KC-97 tankers, and will stay at about that overall level during the next few years. The force structure now planned differs somewhat from that projected a year ago, principally as a result of the previously discussed changes in the active forces. Thus, the Guard will receive F-100s on a somewhat slower schedule and will retain their F-84s and F-86s somewhat longer to fill the gap.

"The Guard also will receive F-101s modified for the reconnaissance role, thereby permitting the phaseout in FY 1966 of most of the RB-57s which have a much more limited capability in this role." [See *Aircraft Conversions*, page 3.]





# The Air Defense Command Alert...

*Every 15 seconds an object penetrates the avenues leading to the North American continent. . . .*

- Detection: of each object is accomplished by one of the more than 600 radar and sensor sites around the globe, from the frozen wastes of Alaska and Greenland to the bleak Yorkshire moors in England and arid deserts of Arizona. . . .

- Identification: of all unknown aircraft and space vehicles is made by a co-mixture of complex electronic systems such as BMEWS, SAGE and SPACETRACK and the people who man them. . . .

- Interception: of air breathing vehicles if required, is the mission of the pilots of supersonic, all-weather interceptor aircraft who are guided to their potential targets by the weapons directors and radar specialists. Against space vehicles, some can be intercepted, some not . . . . and a priority requirement exists to fill the gap. . . .

- Destruction: of any air breathing object can be accomplished by a variety of missiles, rockets and interceptors which can seek out and destroy any aircraft presently possessed by an aggressor—at any time and in any weather. . . .

Air Defense Command is directly involved in each of the above requirements, so vital to the aerospace defense of North America. ADC administers, trains, and equips Air Force defense units to a condition of top combat readiness. As the Air Force component of the U.S.-Canadian, joint service, North American Air Defense Command (NORAD),

ADC must insure that these resources are capable of responding to the requirements of the commander in chief, NORAD. In short, ADC provides, NORAD employs. Both headquarters are at Ent AFB, Colorado.

The four basic functions involved in aerospace defense are the detection, identification, interception, and destruction of an enemy's vehicles of attack, whether they be manned bombers, satellites or ballistic missiles. Perhaps little known is that ADC operates daily in space through the SPACETRACK system—which is in fact the United States' sentinel in space.

Since World War II, ADC has constructed a modern, well integrated and hard-hitting system of air defense forces which are continually being refined to counter the manned bomber threat. Already well along with detection and tracking systems operating in space, newer systems are scheduled to fit into the growing ADC family of early warning systems. The new systems will help provide detection and identification actions associated with the ballistic missile threat and the long range threat of hostile satellites operating in space.

A current, high-priority, aerospace defense requirement is the development of an operational aerospace defense system capable of intercepting and destroying hostile ballistic missiles. The capability to intercept and destroy armed satellites was announced last year. Using the Thor missile, this system is under the operational control of the Continental Air Defense Command.

The area of ADC's responsibility encompasses the farthest reaches of the North American continent and the aerospace above it.

In addition, ADC is responsible for supervising the training of Air National Guard air defense units, which currently number twenty-one fighter squadrons and ten Aircraft Control and Warning (AC&W) radar squadrons.

To perform effectively in this dual environment, ADC must have highly qualified people, the most modern equipment and weapons, and a vast communications network.



ercept



ADC's communications network alone covers one and one half million miles of circuitry.

Organizationally, ADC has seven air divisions and a military-civilian force of some 110,000. More than 500 ADC units are located at over 200 sites in 44 states, and more are based in Canada and Greenland.

Of its seven air divisions, five manage and control ground environment and air interceptor operations. They are the 1st Air Division with headquarters at McChord AFB, Washington; 26th Air Division at Stewart AFB, New York; 27th Air Division at Hamilton AFB, California; 29th Air Division at Richards-Gebaur AFB, Missouri; and the 30th Air Division at Truax Field, Wisconsin.

The 73rd Air Division at Tyndall AFB, Florida, operates the ADC Weapons Center and conducts aircrew training. The 9th Aerospace Defense Division in Colorado Springs operates the Ballistic Missile Early Warning System

(BMEWS) and the SPACETRACK system which feeds information on man-made objects in space to the NORAD Space Detection and Tracking System (SPADATS).

Under these divisions come the units which accomplish the air defense mission. These include radar or aircraft control and warning squadrons in the United States and abroad, air defense missile squadrons, and fighter-interceptor squadrons.

All ADC fighter-interceptor squadrons are equipped with Century-series fighter aircraft. The supersonic, long-range F-101B carries a pilot and radar observer and is capable of firing Falcon missiles and Genie atomic rockets. The F-104A is a high-speed, high performance aircraft which carries Sidewinder missiles and Vulcan 20mm cannon. The F-102A is a single-place, supersonic fighter, equipped with Falcon missiles. It has been a workhorse for the past several

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## LIEUTENANT GENERAL HERBERT B. THATCHER

As head of Air Defense Command, General Thatcher has been responsible for the Air Force's contribution to the aerospace defense of North America since August 1963. A native of New Jersey, he joined the Hawaii National Guard in 1927 and entered West Point the next year. He began his flying career in 1934 and saw World War II combat in Europe with the 8th and 9th Bomber Commands, Allied Expeditionary Air Force, and ETO Headquarters. His postwar assignments include

duty with the Strategic Air Command, FEAF Headquarters in Tokyo, Continental Air Command, and as commander of the Western Air Defense Force. Also as senior member, Military Liaison Committee, Atomic Energy Commission; vice commander, U. S. Air Forces Europe; and chief of the U. S. MAAG to the Federal Republic of Germany. From 1961 until taking command of ADC, he served as chief of staff, UN Command, U. S. Forces Korea. He has a Command Pilot rating.





years and is now scheduled to be turned over to the Air National Guard. The F-106 carries both *Falcon* missiles and *Genie* rockets. Combining a data-link control system with an auto-navigation capability, the F-106 can be completely controlled by the Semi-Automatic Ground Environment (SAGE) system to the point of actual firing.

ADC also operates the BOMARC B ground-to-air interceptor missile which has a speed in excess of *Mach 2* (twice the speed of sound) and a 400-mile range. It operates under SAGE control and carries a nuclear warhead. There are six operational BOMARC B sites in the United States.

The surveillance and control network of ADC includes radar detection and tracking facilities which continually have been improved. ADC operates approximately 200 radar stations for early warning and detection. These include high-power, long-range stations as well as low-power, short-range gap-filler radar to track low-flying aircraft. Most radar stations are tied into the SAGE system.

When it became obvious that the United States was vulnerable to air attack, ADC wanted an automatic warning and control system. The objective was to eliminate the time lags inherent in manual radar operation and weapon control. Development responsibility was given a high priority, with the eventual design of the SAGE system. Now completed, SAGE is the largest individual project ever undertaken by ADC. Fifteen SAGE sectors and one manual sector protect the most vulnerable areas of the nation. SAGE uses a network of communications from radars which sweep all approach avenues, and digital computers which instantly set up intercept courses and control all air defense weapons simultaneously. Only in isolated cases is human interpretation of data necessary, although the giant network would be closely supervised in the event of a combat situation.

In addition to SAGE and individual radar stations, ADC operates the Distant Early Warning (DEW) line along the Arctic Circle. To detect the intercontinental ballistic missile, ADC has the Ballistic Missile Early Warning System. This system operates from sites at Clear, Alaska and Thule, Greenland, and from a joint Royal Air Force-ADC site at Fylingdales Moor, England.

To extend the land-based radar systems seaward, ADC employs two wings of airborne early warning and control (AEW&C) aircraft. One wing is at Otis AFB, Massa-

chusetts, and the other at McClellan AFB, California. A squadron of AEW&C aircraft from one wing is stationed at McCoy AFB, Florida and conducts surveillance missions over southern coastal waters.

ADC's east coast fleet of airborne early warning and control aircraft also employ a compact airborne semi-automatic command and control system—the Airborne Long-Range Input (ALRI) system—incorporated in their EC-121 *Warning Star* aircraft. ALRI replaces the slower manual air voice teletype data-relay system previously employed by EC-121s.

The tough air defense shield guarding the nation against the manned bomber threat must be ready at a minute's notice to stop any aggressor aircraft. To test the effectiveness of air defense equipment and personnel, ADC maintains two Defense Systems Evaluation squadrons (DSESq.). In effect these units are "friendly enemies."

They continually attack the United States, using the latest methods for jamming and penetrating our air defense. Attacks are carried out in the units' B-57 *Canberra* twin-jet bombers which are packed with electronic gear. No holds are barred as the "invaders" simulate an enemy bombing force. They stage no-notice, sneak attacks at any hour of the day or night, at any altitude, and from any point of the compass, hoping to catch air defense forces off guard. The units are the 4677th DSESq. at Hill AFB, Utah and the 4713th DSESq. at Stewart AFB, New York.

Many of their missions are flown on weekends to test not only the Regular Air Force and Army air defense units, but also those of the Air National Guard. Seldom are the attackers able to get within scoring range of targets.

## Priority ➤ improved missiles . . . radar . . . interceptors

The search for ways and means to strengthen the nation's air defenses to cope with the ever changing air defense threat is getting top priority attention at ADC.

Air defense requirements for a new improved manned interceptor (IMI), long range radars, advanced command and control systems, and greater satellite detection capabilities head the list of projects in the planning stage. Military planners are studying weapon and detection systems which go far beyond present day capabilities.



(at left) Airborne Early Warning and Control wings extend ADC's warning systems hundreds of miles seaward with the EC-121 "Warning Star."

Air Defense Command employs an impressive array of supersonic, Century Series fighter-interceptor aircraft to accomplish the intercept and destroy phases of its mission and awaits the development of . . . a/ YF-12A and . . . b/ F-11. The Century Series aircraft are . . . c/ F-104 "Voodoo" . . . d/ F-104 "Starfighter" . . . e/ F-106 "Delta Dart" . . . and the F-102 "Dagger" shown in the intercept and destroy phase on page 9. . . f/ To test our nation's detection capabilities, ADC's "friendly enemies" fly the B-57 "Canberra."





An improved manned interceptor is urgently needed to deal with the bomber-launched air-to-surface missile threat today, and to meet the supersonic bomber threat of tomorrow. Either of two new aircraft, currently in the development stage, will be a major advance toward meeting this objective. The aircraft are the F-111 and the YF-12A.

The F-111, a two-man aircraft, has performance characteristics which include a speed of about two and one half times the speed of sound, supersonic flight at sea level, and short takeoffs and landings. Incorporated in the F-111 design is a variable sweep wing which permits full-wing extension for slow, high-lift flight, and a swept-wing configuration for extremely high-speed flight at certain altitudes. The Air Force version of the F-111 will be able to fly anywhere in the world.

In February 1964, President Lyndon B. Johnson first announced the development of an advanced interceptor aircraft, the A-11, which was redesignated by the Air Force as the YF-12A.

The YF-12A has been tested in sustained flight at more than 2,000 miles per hour at altitudes above 70,000 feet. Incorporated in the aircraft's armament is a missile launcher which ejects the missile downward with an explosive charge

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to insure safe clearance from the plane before the missile's rocket motor is fired.

The missile carried by the YF-12A is the long-range and highly maneuverable XAIM-47A which can engage high or low altitude targets while the YF-12A remains at its optimum cruise altitude. Control of the XAIM-47A is accomplished by the ASG-18 fire control system which features a long-range search and track capability effective through low to high altitudes.

The combination of high-sustained speed and long-range capabilities of the YF-12A would permit this weapon system to engage and destroy enemy bombers prior to their reaching the launch point of an air-to-surface missile.

A jetliner type of airborne warning and control (AWAC) aircraft is required to replace the current fleet of EC-121s. In addition to its greater speed, the new plane would be equipped with longer range radar, electronic command and control systems, and other advanced equipment increasing its operational value. The AWAC aircraft also would have an automated warning and control system, making it capable

of operating independently or in conjunction with ground based control and warning environments.

The ability to destroy ballistic missiles (intercontinental submarine launched, or air launched) is a high priority requirement in aerospace defense. It is possible at present to detect and determine the approximate impact points of ballistic missiles. Tests are currently being made with the Army's *Nike X* and *Nike Zeus* systems which are designed to destroy ICBMs. Another approach to the problem, favored by the Air Force, advocates destruction of the missile in the boost phase when it is most vulnerable. This solution might be comprised of a satellite system which could destroy the ICBM seconds after launch.

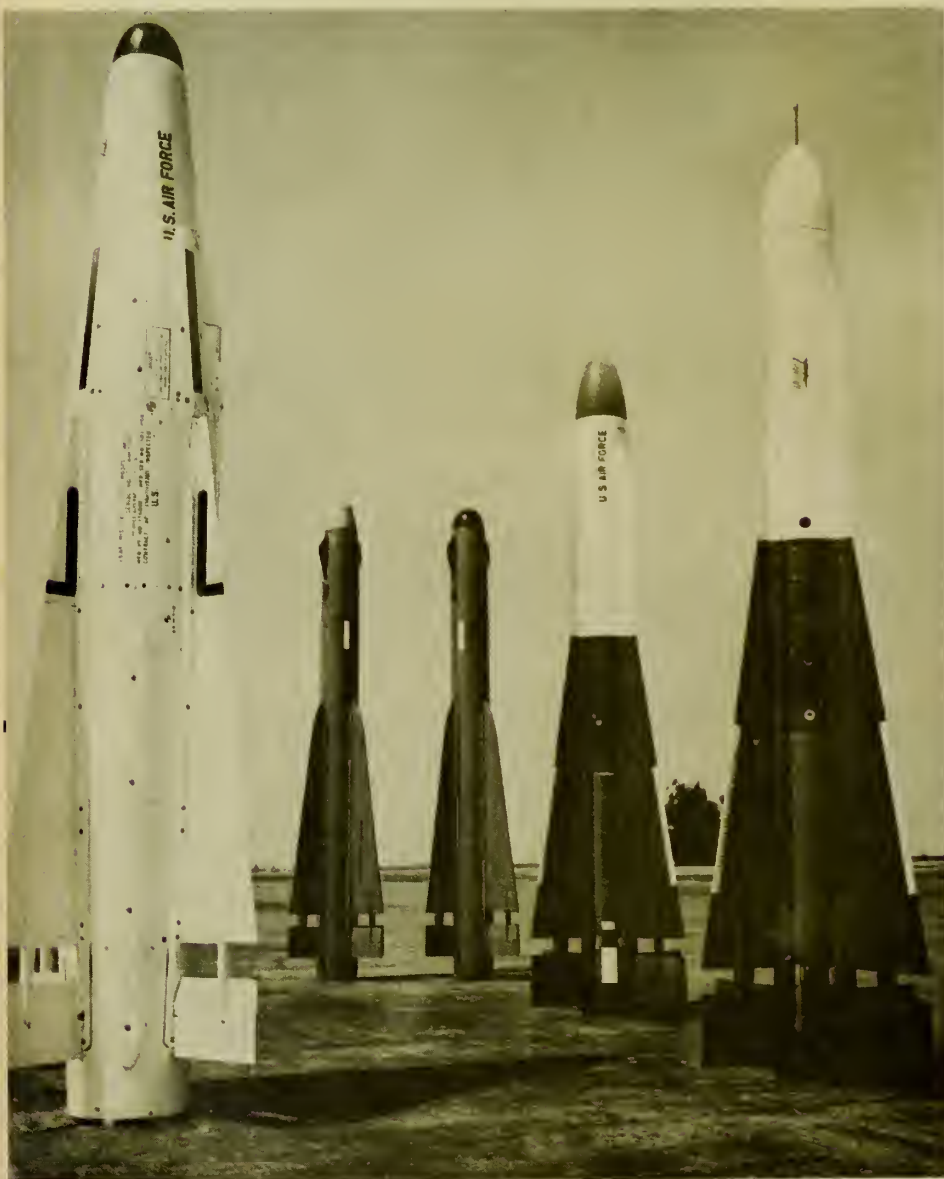
The space threat calls for continuing improvements in the present NORAD Space Detection and Tracking System. This system receives detection data from the Air Force's SPACETRACK, Navy Space Surveillance and civilian scientific agencies, and is responsible for cataloging all man-made satellites and component parts orbiting the earth. This real-time tracking data is passed to the NORAD Command

Operations Center. Plans are being made to further improve the system by adding more surveillance stations, equipped with new sensors.

Two new systems are in development stages at Eglin AFB, Florida, and at Cloudcroft, New Mexico. At Eglin, the FPS-85, a phase array radar system is under construction. The FPS-85 is designed specifically for use in the detection and tracking of space vehicles. It is capable of simultaneously detecting and tracking a large number of space objects at ranges in excess of 2,000 miles. The facility at Eglin suffered a damaging fire in 1964 but it is being rebuilt with more sophisticated equipment and additional testing will be conducted. At Cloudcroft, a new electro-optical sensor is under construction. This system combines the features of both the electronic and optical types of sensor equipment and is designed to provide surveillance of space vehicles at ranges in excess of 20,000 miles.

The BMEWS stations can flash warning of an ICBM attack over the Northern Hemisphere approaches to the North American continent and the Free World. However, the submarine and air launched ballistic missile pose new problems. Plans currently underway to provide warning against these latter threats. Selected air defense radar along coasts are now being modified to provide some detection capability against shorter range missiles which might be launched from submarines, thereby providing at least a few minutes of warning.

Warning from these radars and from BMEWS is fed into the same control point and therefore these radars are now part of the Ballistic Missile Early Warning System. Research and development and equipment procurement to augment the present system is continuing.



Armament for ADC's interceptor aircraft includes "Genie" atomic rockets, "Sidewinder" missiles, the "Vulcan" 20mm cannon, and the family of "Falcon" missiles which may be

launched manually or electronically. The "Falcons" are: the nuclear capable AIM-26A, infra-red AIM-4, radar homing AIM-4A, infra-red AIM-4F and radar homing AIM-54.





*Air National Guardsmen play a vital role, on a 24-hour a day basis, augmenting the Air Defense Command in the detection and intercept phases of its mission . . . a/ANG's 130th Aircraft Control & Warning Sq., is situated atop the 9,000-foot Francis Peak overlooking Salt Lake City, Utah . . . b/The F-89 and . . . c/F-100 aircraft and the F-102 (see page 9) currently make up the bulk of the ANG fighter-interceptor inventory.*

## Support > Air Reserve Forces

In supplying the best possible aerospace defense for our nation and the North American continent, ADC is augmented by units of the Air National Guard. At present there are seven air defense wings with 21 fighter-interceptor squadrons and 21 fighter-interceptor squadrons plus two radar squadrons receiving training supervision and inspection by ADC. More than 16,000 Air Guardsmen are assigned to these units. They fly some of the latest jet aircraft and man up-to-date radar equipment. Their aircraft inventory includes the F-102, F-100, F-89 and F-86. Armament consists of *Sidewinder* and *Falcon* missiles and *Genie* rockets. Guardsmen on voluntary one to 59-day active duty tours provide a 24-hour a day alert force under NORAD control.

The fighter-interceptor squadrons and the aircraft they employ are: (F-89 units) 116th, Spokane IAP, Washington; 117th, Portland IAP, Oregon; 132nd, Dow AFB, Maine; 133rd, Burlington MAP, Vermont; 186th, Great Falls IAP, Montana; 176th, Truax Field, Wisconsin; 124th, Des Moines, Iowa; 178th, Fargo, North Dakota; and the 179th at Duluth AFB, Minnesota. (F-102 units) 146th, Greater Pittsburgh Airport, Pennsylvania; 159th, Imeson MAP, Jacksonville, Florida; 122nd, New Orleans NAS, Louisiana; 157th, McEntire ANG Base, South Carolina; 194th, Fresno Air Terminal, California; 190th, Boise Airport, Idaho; 175th, Sioux Falls, South Dakota; 111th, Ellington AFB, Texas; and the 112th at Kelly AFB, Texas. (F-100 units) 118th, Bradley AFB, Connecticut and the 152nd, Tucson MAP, Arizona. The 196th FISq. at Ontario IAP, California, equipped with the F-86L but is in the process of converting to the F-102.

Two ANG aircraft control and warning squadrons (AC&W) also are on full time duty for ADC. They are the 130th, located at Greeley, Colorado, and the 130th at Salt Lake City, Utah. Each has a dual mission which includes providing traffic control support for the Federal Aviation Agency. Over 400 Air Guardsmen are assigned to the AC&W units.

An unusual form of augmentation is supplied by the 276th Communications Squadron at Wellesley, Massachusetts. Air Guardsmen of this squadron have been tracking space satellites for almost three years. They operate a van-mounted, prototype system designed to track and assist in determining the orbital path of satellites. ADC furnishes the 276th with the schedule of satellites they wish tracked as part of the Air Force's SPACETRACK system requirements.

Almost 4,500 Air Force Reservists also augment ADC as mobilization assignees, with duties and responsibilities which would permit them to serve as fillers for ADC unit vacancies as required.



***ADC has kept pace with the threats posed by rapid technological and scientific advancements and today is an essential part of the nation's offensive-defensive deterrent.***



# Air Force Point of View

*"The military profession is tremendously diversified and dynamic. The search for new ideas, equipment and techniques is an integral part of the profession. In this search there is a place in the military for almost every kind of talent and almost every type of interest."*

**Eugene M. Zuckert,**  
secretary of the Air Force

**T**HE following are excerpts from Secretary of Defense Robert S. McNamara's report to the House Armed Services Committee on the Fiscal Year 1966-1970 Defense program and the 1966 Defense budget:

**O**N VIET-NAM: "Southeast Asia remains for us and for the entire Free World the area in which the struggle against Communist expansion is most acute, and, in that area, South Viet-Nam is the keystone. Here, the North Vietnamese and Chinese Communists are putting into practice their theory that any non-Communist government of an emerging nation can be overthrown by externally supported, covert armed aggression, even when that government is backed by U.S. economic and military assistance. Indeed, the Chinese Communists have made South Viet-Nam the decisive test of that theory and the outcome of this struggle could have grave consequences not only for the nations of Southeast Asia but for the future of the weaker and less stable nations everywhere in the world. . . .

"All of this is not to say that the loss of South Viet-Nam to the Communists would automatically mean the loss of all of Southeast Asia. Yet, we may be certain that as soon as they had established their control over South Viet-Nam, the Communists would press their subversive operations in Laos and then in Thailand and we would have to face this same problem all over again in another place or permit them to have all of Southeast Asia by default. Thus, the choice is not simply whether to continue our efforts to keep South Viet-Nam free and independent but, rather, whether to continue our struggle to halt Communist expansion in Asia. If the choice is the latter, as I believe it should be, we will be far better off facing the issue in South Viet-Nam."

**G**ENERAL PURPOSE FORCES: "Because of the critical importance of tactical airpower to our position in Europe, we have made a major effort during the last four years to expand and modernize the Air Force General Purpose Forces and provide them with the wartime stocks needed for sustained non-nuclear combat. These objectives have been substantially attained. The chief remaining short-

coming is the excessive vulnerability of our forces overseas to conventional attack and we are again proposing a solution to that problem. . . .

"With respect to the aircraft themselves, an earth-covered steel shelter equipped with an armor-plate door has proved fully effective against strafing, napalm and fragmentary weapons and against near misses by all other types of non-nuclear weapons. These shelters would cost only about \$110,000 each, a very small fraction (five to seven percent) of the value of the aircraft they protect. The \$5 million requested for the Air Force for FY '66 would provide for that service's highest priority requirements. . . .

"Our analyses also underscore the present vulnerability of our deployed tactical airpower to enemy attacks on the runways of our forward air bases, which could effectively 'neutralize' our aircraft at a critical time without actually having to destroy them. To meet this problem the FY '66 program provides about \$5 million for the necessary equipment and material to create a rapid runway repair capability at a number of bases in Europe and the Pacific."

**M**ANNED INTERCEPTOR: "No decision on the production of the F-12A needs to be made now. If we were to decide to go ahead with deployment of a F-12A type aircraft, we would most likely produce an interceptor version of the larger SR-71 aircraft which has a considerably greater range than the YF-12A. This particular option would be open to us in the FY '67 budget period with no great cost penalty. Even so, the five-year systems cost of a fleet of F-12As would amount to about \$4 billion."

**T**ITAN III: "Designed to serve NASA as well as Defense Department purposes, *Titan III* will be a standardized launch vehicle for a wide range of manned and unmanned missions. . . . The basic *Titan III* development is proceeding essentially on schedule. Ground qualification testing of all *Titan III* subsystems has been completed and vehicles for early RLV flights have been accepted by the Air Force. . . . Although progress to date clearly indicates that development could be completed by June 1966, a decision has been made to stretch out the basic *Titan III* development program schedule to June 1967. The purpose of this stretch-out is to assist in maintaining a *Titan IIIC* production and launch capability for the various 'user' programs which will require the *Titan IIIC* until calendar year 1967."

**A**RMY/NAVY AIRCRAFT: "During the last several years, the Army's aircraft inventory has been increased very substantially, from 5,564 at the end of FY '61 to over 8,000 estimated for the end of FY '66 funded delivery period. We have now remedied the critical air mobility shortcomings of the Army and, in prudence, should proceed cautiously with any further expansion. . . . As I informed the Committee last year, we plan in the 1970's to make some reduction in the number of attack carriers. My review of this issue during the past few months confirms my judgment that the introduction of the far more effective *Forrestal*-class carriers, the modernization of the *Midway* and the *F.D.R.* (carriers), the introduction of the *A-1* and the *A-6A* and the *F-111B*, the release of the carriers from the strategic mission, as well as the overall increase in the quantity, range and effectiveness of land-based tactical airpower generally, justify the planned reduction."



# CIVIL AIR PATROL . . . surplus property . . . state support . . . flight training

**Plus Property:** The decision to discontinue the Air Force Reserve Recovery program may mean a supply equipment bonanza for CAP units. The action will result in large quantities of Recovery unit property being excess to Continental Air Command requirements. And CAP has related procedures for its region liaisons to begin screening this excess property for items usable in furtherance of CAP's mission.

According to Lt. Col. Roger L. Abbe, deputy chief of staff for Materiel at CAP National Headquarters, the excess property will range from various vehicles to some medical equipment. A limited amount of office equipment, light shop machinery, miscellaneous aircraft maintenance equipment and some communications equipment also will be available. However, most of the communications equipment will go to the Military Affiliate Radio System. In all other areas the excess property will probably mean filling the need for equipment for which units have been waiting for many months.

Units were cautioned that an appreciable length of time will be required before determination of items and quantities releasable to CAP can be fully accomplished. A number of Air Force and Department of Defense policy procedures are involved in dealing the property excess.

**State Support:** State legislatures in 26 states appropriated over one-half of a million dollars to support operational activities of CAP wings in 1964. Headquarters CAP reports that 27 wings received \$449,162 from the 26 states and the Commonwealth of Puerto Rico. However, the monies appropriated totaled \$527,759 as a number of the 1964 appropriations extended over a two-year period.

**Flight Training:** Civil Air Patrol will introduce flying training into its cadet program this summer when a group of selected cadets will receive powered and soaring flight instruction. The new program will commence July 18, at Elmira, New York. The powered flight course is tentatively scheduled to be conducted at the Chemung County Airport and the soaring instruction at the adjacent Harris Soaring Facility.

Colonel Joe L. Mason, USAF, national commander of CAP, said that the flying program for cadets "has long

been needed" and will afford CAP's 48,800 male cadets "a complete aerospace age training." Up to now, cadets have received only orientation flights.

CAP will finance the \$20,000 program from corporation funds, with the cadets being required only to pay \$4.50 per day for meals. The corporation will pay all other costs including housing.

Only male cadets will be eligible for the initial flying training program and selection will be based on criteria established for the other special cadet summer activities currently operated by CAP. Subsequent flying training encampments will include female cadets.

The program will offer three courses: a two week glider pilot training program, a three to four-week powered flight course, and a one-week glider pilot orientation course. All will operate simultaneously.

Two classes of eight cadets each will be selected for the glider pilot course, successful completion of which will qualify the cadet for a Federal Aviation Agency private glider pilot rating. Additionally, the cadet should meet all requirements for the Federation Aeronautique Internationale "C" award. That international organization authenticates aeronautical flight achievements worldwide. In addition, the cadet will qualify for membership in the Soaring Society

of America.

Twelve cadets will be selected for the powered flight course and upon successful completion will receive a private pilot license.

Sixteen cadets will be selected for each of the glider pilot orientation courses. This course is designed to provide an introduction to soaring and to motivate cadets toward continuing in the program and accomplishing the prescribed academic achievements.

**CAP Commended:** The National Tuberculosis Association has commended CAP for its support and assistance in the 1964 Christmas Seal campaign.

A resolution adopted by the association's board of directors stated that CAP units throughout the nation helped the 1964 campaign attain its mission "with outstanding success."

**Association:** Establishment of a CAP-sponsored national aerospace education association has been approved by the national executive committee.

The association will offer special CAP membership to professional educators who participate in aerospace education workshops sponsored by CAP at numerous colleges each year and to other professional people interested in aerospace education.

*Schweizer soaring plane of the type which will be used to train cadets, is examined by CAP National Commander, Col. Joe Mason (l), and Lt. Col. John Miller, director of operations for CAP, during a recent tour of training site.*





THE AIR RESERVIST  
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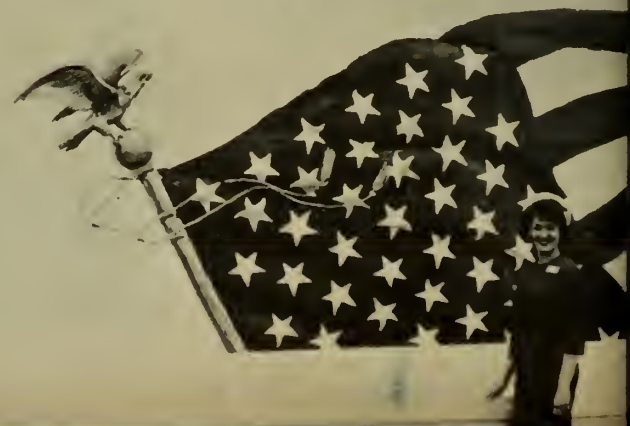
a/ ANG's SSgt. Ward Nooney (r) and A2C Charles Staro, 109th ATGp., Schenectady, N.Y. demonstrate disaster control techniques for detecting radio-active contamination of unit C-97. . . . b/ First candidate for new Air Force Reserve commissioning program, Bennie Newman (l), takes enlistment oath from Lt. Col. Charles Witcher, 433rd TCWg., Kelly AFB, Tex. After 3 months OTS at Lackland AFB, Tex., Lt. Newman will return to 433rd. . . . c/ Air Force Reserve's 435th TCWg. and 915th TCGp., both Homestead AFB, Fla., became first such units to be 100% manned. Col. Ben Mangina, comdr., and MSgt. John Johnston, wing recruiter, are congratulated by comedian Jackie Gleason (c). . . . d/ The 512th TCWg., recently transferred from Penn. to Tex. and assigned a MATS global airlift mission, lost no time recruiting Air Force Reservists. Assistance came from "Miss Texas," Sharon McCauley, and North Texas Advertising Co.



## Join the 512<sup>th</sup> Tr. Carr. Wg. (H)

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# *the air reservist*

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES

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R . . . highlights the coming (mid-'65) launch of a USAF Titan IIIC from Cape Kennedy, Fla., and our Air Force Systems Command feature (pgs. 8-14). The Titan will serve as a common carrier for space efforts of the next decade and represents one of many successful projects developed under AFSC control by the military-science-industry team.

## *the air reservist*

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May 1965

AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

### General John P. McConnell

Chief of Staff, United States Air Force

### Maj. Gen. Curtis R. Low

Ass't Chief of Staff Reserve Forces, USAF

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# • IN THE NEWS

**Teamwork:** Air Force Reservists flew 3,414 sorties, airdropped 62,439 troops and 887,600 pounds of cargo in cooperation with Continental Army Command during the first 8½ months of Fiscal Year 1965.

Under a mutually beneficial training arrangement, Air Force Reserve C-119s and C-123s are performing the drops on a day-to-day basis as well as participating in special exercises. Three Reserve aircraft are kept on duty daily at Ft. Bragg, North Carolina, and another three at Ft. Campbell, Kentucky, for use as required by the Army in training procedures. The bulk of the drops are at these two locations and at Ft. Benning, Georgia, and Ft. Lee, Virginia. The cooperative effort provides valuable and realistic training for the Reserve crews and Army troops.

In addition to the training with the Army, Reserve aircraft have flown 2,321 sorties and airdropped 1,438 personnel and 3,104,000 pounds in training flights in their own home areas during the same period.

**Guard Marksmen:** "All National Guard" rifle and pistol teams will begin competing at the National Matches, Camp Perry, Ohio, on a regular basis this summer.

Until now, the Guard effort at Perry has been dispersed among some 30 to 40 state teams.

Major General Winston P. Wilson, chief of the National Guard Bureau, ordered the "All Guard Team" started last year. A hastily assembled rifle team was entered in the National, Enlisted Men's, and Rumbold Trophy team matches. It placed first and fourth in the Reserve category of the latter two.

This year, states will be asked to send selected Army and Air Guard shooters to Perry one week prior to the National Matches. They will be selected by an All National Guard Team Adjutant, based on current standings and qualification records. Tentative "All Guard" rifle and pistol teams will be selected from this group following a period of training. A final team selection will be made at the completion of the National Rifle Association individual team matches.

The "All Guard" teams will compete under the National Guard Bureau flag, and will wear a distinctive "Minuteman" patch.

**AFROTC Program:** Scholarships will be offered this fall to 1,000 college students entering their first year of advanced training with the Air Force Reserve Officers Training Corps (AFROTC).

The ROTC act of 1964 limits the use of scholarship assistance to cadets in the four year program only. This plan is the result of Congressional action to attract the highest quality candidates for AFROTC, a major source of officer procurement.

The Air Force is limiting its scholarships this year to juniors who have already completed two years of basic AFROTC training. Plans are being developed to expand the program to other classes later.

Scholarship cadets will receive cost of tuition, books, fees and \$50 monthly retainer pay.

The Air Force also expects to send 2,400 students to a six-week summer training camp prior to enrolling in the two-year advanced program.

Besides the two new programs, the Air Force will retain the traditional four-year nonscholarship program.

**New Legislation:** The following bills all affecting members of the Air Reserve Forces, are currently before the 89th Congress awaiting action or have been proposed by the Air Force Department of Defense:

- **DOD 89-30**, to authorize medical and dental care for dependents of Reservists who die while on active duty for 30 days or less. *STATUS:* Awaiting clearance by Bureau of the Budget for submission to Congress.

- **H.R. 6007 (DOD 89-42)**, to continue authority for promotion of Air Force Reserve officers to grades of brigadier and major general. *STATUS:* To the Armed Service Committees.

- **S. 539**, to equalize the treatment of Reserves and Regulars in the payment of per diem. *STATUS:* Department of Army's favorable report is in service coordination.

- **H.R. 5940**, to amend Title 1, U.S. Code, relating to the membership of members of Congress in the Reserve components of the armed forces. Bill would transfer reserve members of Congress to the inactive status list. *STATUS:* Report In DOD.

- **H.R. 331**, to provide for a comprehensive study and investigation of the adequacy of the present system of compulsory military training under the Universal Military Training and Service Act. *STATUS:* Proposed report to DOD coordination.



• **H.R. 279**, to provide more adequate facilities for medical care for retired members of the uniformed services and their dependents. *STATUS*: Office, Secretary of Defense proposal in service coordination.

• **H.R. 577**, to provide retired pay for Reservists who have 10 or more years of satisfactory Federal service and who performed active duty for one or more years in the aggregate during WW I, WW II and Korean conflict. *STATUS*: Proposed report submitted to the Bureau of the Budget in March for clearance.

• **H.R. 1077**, to provide that members of the armed forces shall be retired in the highest grade satisfactorily held in any armed force. *STATUS*: Air Force proposed favorable report awaiting service coordination.

• **H.R. 214 (DOD 89-38)**, to extend time for filing for mustering-out payments for certain persons. *STATUS*: Passed the House and awaiting Senate action.

• **S. 9**, to provide readjustment assistance (similar to World War II and Korean G.I. Bill) to veterans who served in the armed forces since the Korean Conflict. *STATUS*: DOD opposition report forwarded to Congress in February. Hearings have been held in the Senate. Similar bills have been introduced in the House.

• **S. 172**, relating to the income tax treatment of cost-of-living allowances received by certain caretakers and clerks employed by the National Guard outside the Continental U.S. *STATUS*: Proposed report being prepared for service coordination.

• **S. 540**, to amend Title 10, U.S. Code, to change the method of computing retired pay of certain enlisted members of the Army, Navy, Air Force, or Marine Corps. It would provide an enlisted member the same method now used for officers in computing credit for non-active duty Reserve service performed subsequent to May 31, 1958, and to apply that method of computing credit for such service of an enlisted member performed on or prior to May 31, 1958. *STATUS*: Proposed report recommending enactment of bill in service coordination.

Two 88th Congress bills to amend Titles 10 and 32, U.S. Code, are being considered for inclusion in the 89th Congress legislative program. They are: **H.R. 2504**, concerning retirement and other benefits for technicians of



*Pararescuemen of Air Force Reserve's Air Rescue Sqs., must be prepared for jumps over water, clear land or trees to help injured. (l-r) A2C James Cramer, A1C John Rehr, A1C William Stevenson, and TSgt. Robert Earle, of 304th Air Rescue Sq., Portland, Ore., examine new SCUBA suits purchased under recent Air Force authorization.*

the Reserve and National Guard; and **H.R. 2505**, to provide benefits for non-regular members of the armed forces and National Guard who are injured or disabled from disease.

**ECI News:** All Extension Course Institute correspondence course solutions will be scored and processed by computer, effective June 1.

ECI awards a separate certificate (ECI Form 26) to Reservists not on active duty for satisfactory completion of each volume of a course. This form is forwarded to the students and serves as the basis for receiving Reserve points. Usually the forms are dated five days prior to the processing of solutions at ECI, approximating the mailing date. However, a large number of solutions are received by certified or registered mail, requiring special handling and dating of individual forms according to the postmarked date on the envelope. This date serves to show volume completion within the prescribed period of time for point credit.

Under the new computerized system, ECI will no longer have the capability to provide special handling of solutions for dating purposes. Beginning June 1, therefore, Forms 26 will reflect the date of automatic processing at ECI. This date will normally be no more than seven days after the student mails in his solution.

**Aircraft Assisted:** Air National Guardsmen and Air Force Reservists assisted in two recent "saves" involving civilian aircraft.

A Mississippi Air Guard C-121 of the 172nd Air Transport Group, of Jackson, teamed with the Federal Aviation Agency (FAA) to guide a disabled airliner to a safe landing at Jackson.

The airliner, with 45 passengers, was enroute to Memphis, Tennessee, when it suffered a complete electrical failure, rendering its radio and navigational aids inoperative.

FAA maintained radar observation of the airliner, and, failing to regain communications and noting that the plane was leaving its assigned course, it alerted the 172nd transport flying nearby. The Guardsmen led the airliner to a safe landing.

In another incident, the command post at Continental Air Command headquarters and Reservists of the 301st Air Rescue Squadron, Homestead AFB, Florida, located a privately-owned DC-3 that had gone down in shallow water off the Bahamas.

The Reserve HU-16 crew located the downed aircraft 10 minutes after arriving in its search area. They dropped two pararescuemen and then landed alongside the aircraft, picking up six of its eight passengers. Two other passengers who swam for help were later picked up by a helicopter.



# RESERVE TRAINING MISSION TO SAIGON

Photos by MSgt. James P. Medlock, CONAC, OI.



*Overseas flights  
by Air Reserve  
Forces crews reap  
twofold dividends.  
They accomplish  
realistic training  
and provide  
necessary USAF  
missions . . .*



**a/ California:** Early morning preflight of Saigon-bound AFRes., C-124 is made by 442nd TCWg., crewmen prior to dawn departure from Travis AFB, for long over-water haul to Hickam AFB, Hawaii. . . . **b/ Midway:** Capt. Richard McMahon (c), aircraft commander, checks weather with Navy Chief Aerographer E. R. Evans, during island stop. Lt. Col. Robert Elwell (l), Air Force Reservist, joined flight at Wake Island. He was returning home after two weeks active duty with MATS. . . . **c/ Saigon:** Co-pilot, Capt. Ray Tilton watches Vietnamese mechanics prepare to check the C-124's engines at Tan Son Nhut.





plenty of water and an airlift mission for USAF.

Air Force Reserve overwater training flights must meet these basic requirements. Maximum utilization of the taxpayer's dollar is the consideration behind the missions. Typical of such programming is the flight undertaken by the aircrew of the 442nd Troop Carrier Wing, Richards-Gebaur AFB, Missouri. In 13 days they flew a C-124 more than 22,000 miles from the middle of the United States, across the Pacific Ocean and the South China Sea before unloading high-priority cargo in the city of Saigon in the Republic of Viet-Nam.

The participating Reservists were Major Judson H. Whittier, Captains Richard C. McMahon and Ray G. Tilton, 1st Lt. Howard N. Rakestraw, TSgt. F. McKinley Jr., and 1st Lt. Joe B. Stone. Accompanying them were Military Air Transport Service officers, 1st Lt. Joseph B. Dana and 2nd Lt. Patrick T. Keefe, and TSgt. Ben H. McCasland, an active duty advisor with the 442nd Wing. Each Reservist is a member of the Wing's 935th Troop Carrier Group.

The flight to Viet-Nam began February 12, with an early morning takeoff from Richards-Gebaur AFB, home of the 442nd Wing. After about 1,500 miles of cross-country flying, the aircraft landed at the MATS air terminal, Travis AFB, California, where it was loaded with cargo. Next day the crew headed west over the vast expanses of the Pacific Ocean for their primary mission of overwater training. They practiced emergency procedures and reviewed survival techniques during a mid-Pacific "ditching" exercise.

By mid-morning of the sixth day the aircraft reached Saigon's busy Tan Son Nhut Aerodrome where the cargo was offloaded and other material taken aboard. The flight back to the U.S. began that same day. Leaving Saigon, they crossed the Gulf of Siam before landing at Bangkok where the Reservists and their MATS counterparts rested.

From Bangkok, the crew again crossed the South China Sea, landing at Clark Air Base in the Philippines. Other intermediate stops on the return flight were Guam, Wake, Midway, and Hickam AFB in Hawaii before the last long overwater flight to Travis AFB. Another stop was made at Davis-Monthan AFB, Arizona, to pick up more cargo before the Reservists landed at Richards-Gebaur, training mission accomplished. For MATS it meant another Air Force Reserve Forces aircrew "globally qualified."

Also flying regular MATS training missions to the Far East are Reservists of the 442nd Wing's other Group, the 936th at Richards-Gebaur AFB, and the three groups of the 442nd Troop Carrier Wing, Carswell AFB, Texas. The 937th, Tinker AFB, Oklahoma, and the 917th, Barksdale AFB, Louisiana.



**d/ Loadmaster, TSgt. F. McKinley Jr., secures jet engine on "Globemaster's" cargo deck during airlift to Far East. . . . e/ Navigator, 1st Lt. Joseph Dana, one of two MATS active duty officers accompanying Reservists on the flight, "shoots the sun" with a sextant to position aircraft during overwater portion of flight. . . . f/ Engineer, MSgt. Howard Rakestraw, monitors complex of instruments and switches. The trip took the 442nd Reservists 22,000 miles.**



# Help Wanted

**LEGEND:** For officer identification: O-6 stands for Col.; O-5, for Lt. Col.; O-4, Maj.; O-3, Capt.; O-2, 1st Lt. Airman: The AFSC identifies the job title. The letter "X" in AFSC 906XO indicates openings in more than one grade. E-2 indicates A3C; E-3, A2C; E-4, A1C; E-5, SSgt.; E-6, TSgt.; E-7, MSgt.; E-8, SMSgt.; and E-9, CMSgt. The following vacancies exist at Aeromedical Evacuation (AME), Medical Service (MS), Mobile Communications (Mbl. Comm.), Air Postal (AP), and Air Rescue (AR) units.

## AFRes Vacancies . . .

### FLORIDA

| Miami IAP, 37 AMESq. |                |             |   |
|----------------------|----------------|-------------|---|
| Officer              | AFSC Grade No. |             |   |
| 9754 O-2/3           | 11             | 906X1 E-3/6 | 3 |
| Airman               |                |             |   |
| 73230 E-3            | 1              |             |   |

### LOUISIANA

| Barksdale AFB, 38 MSSq. |                |             |    |
|-------------------------|----------------|-------------|----|
| Officer                 | AFSC Grade No. |             |    |
| 9735 O-3                | 2              | 70250 E-4   | 1  |
| 9745 O-2/3              | 12             | 73250 E-4   | 1  |
| 9926 O-4                | 1              | 901X0 E-4/6 | 2  |
| Airman                  |                |             |    |
| 40350 E-4               | 1              | 902X0 E-4/7 | 17 |
| 42153 E-4               | 1              | 90258 E-4   | 2  |
| 54250 E-5               | 1              | 903X0 E-4/6 | 3  |
| 54350 E-5               | 1              | 904X0 E-5/7 | 3  |
| 55250 E-4               | 1              | 906X0 E-4/7 | 4  |
| 56450 E-4               | 1              | 907X0 E-5/7 | 2  |
| 62150 E-5               | 1              | 90870 E-6   | 1  |

### 425 MSFtl.

| Officer    | AFSC Grade No. |             |   |
|------------|----------------|-------------|---|
| 9735 O-3   | 1              | 90250 E-4   | 6 |
| 9745 O-3   | 1              | 90350 E-4   | 1 |
| 9754 O-2/3 | 1              | 90470 E-6   | 1 |
| 9836 O-4   | 1              | 90671 E-7   | 1 |
| 9926 O-4   | 1              | 98150 E-4/5 | 2 |
| Airman     |                |             |   |
| 40350 E-5  | 1              |             |   |

### England AFB, 466 MSFtl.

| Officer    | AFSC Grade No. |             |   |
|------------|----------------|-------------|---|
| 9735 O-3   | 2              | 90252 E-4/5 | 2 |
| 9745 O-3   | 2              | 90370 E-6   | 1 |
| 9754 O-2/3 | 1              | 90470B E-6  | 1 |
| 9836 O-4   | 1              | 90570 E-6   | 1 |
| 9926 O-4   | 1              | 90770 E-6   | 1 |
| 9926 O-4   | 1              | 90850 E-5   | 1 |
| Airman     |                |             |   |
| 90170 E-6  | 1              |             |   |

### MARYLAND

| Baltimore, 22 MSSq. |                |             |    |
|---------------------|----------------|-------------|----|
| Officer             | AFSC Grade No. |             |    |
| 9025 O-2/3          | 3              | 901X0 E-5/6 | 2  |
| 9025 O-2/3          | 3              | 902X0 E-4/8 | 21 |
| 9754 O-2/3          | 4              | 905X0 E-5/6 | 2  |
| 9754 O-2/3          | 4              | 90670 E-6   | 1  |
| Airman              |                |             |    |
| 73250 E-5           | 1              | 90750 E-5   | 1  |
|                     |                | 908X0 E-5/6 | 2  |

### 403 MSFtl.

| Airman      | AFSC Grade No. |             |   |
|-------------|----------------|-------------|---|
| 90150 E-5   | 1              | 903X0 E-4/6 | 2 |
| 902X0 E-6/7 | 2              | 90470B E-6  | 1 |
|             |                | 90570 E-6   | 1 |
|             |                | 90671 E-7   | 1 |

### MINNESOTA

| Mpls.-St. Paul IAP, 47 AMESq. |                |              |    |
|-------------------------------|----------------|--------------|----|
| Officer                       | AFSC Grade No. |              |    |
| 9754 O-2/3                    | 12             |              |    |
| Airman                        |                |              |    |
| 9025 O-4                      | 1              | A902X0 E-4/7 | 15 |

### MASSACHUSETTS

| L. G. Hanscom Fld., 401 MSFtl. |                |           |   |
|--------------------------------|----------------|-----------|---|
| Officer                        | AFSC Grade No. |           |   |
| 9926 O-4                       | 1              |           |   |
| 9416 O-4                       | 1              | 90770 E-6 | 1 |
| 9754 O-2                       | 1              | 90850 E-5 | 1 |

### Westover AFB, 21 MSSq.

| Officer    | AFSC Grade No. |            |   |
|------------|----------------|------------|---|
| 9356 O-4   | 1              |            |   |
| 9056 O-3   | 1              | 9416 O-4   | 1 |
| 9326 O-3/4 | 4              | 9636 O-4   | 1 |
|            |                | 9735 O-3/4 | 2 |

| 9745 O-3    | 1 | 62231 E-5   | 1  |
|-------------|---|-------------|----|
| 9754 O-2/3  | 4 | 70450 E-4   | 3  |
| 9926 O-4    | 1 | 901X0 E-4/6 | 3  |
| Airman      |   |             |    |
| 40350 E-4/5 | 2 | 902X0 E-4/8 | 31 |
| 42153 E-4   | 1 | 90258 E-4   | 4  |
| 54250 E-5   | 1 | 90350 E-4/5 | 3  |
| 54350 E-5   | 1 | 904X0 E-5/6 | 2  |
| 55250 E-4   | 1 | 905X0 E-5/6 | 2  |
| 55255 E-4   | 1 | 907X0 E-4/7 | 3  |
| 62150 E-5   | 1 | 90850 E-5   | 1  |
| 622X0 E-3/5 | 2 | 98150 E-4/5 | 2  |

### MICHIGAN

| Selfridge AFB, 305 ARSq. |                |           |   |
|--------------------------|----------------|-----------|---|
| Officer                  | AFSC Grade No. |           |   |
| 43251 E-5                | 1              |           |   |
| 64650 E-4                | 1              |           |   |
| 1035A O-4                | 1              | 70250 E-5 | 1 |
| 1535 O-2/3               | 1              | 92250 E-5 | 1 |
| Airman                   |                |           |   |
| 30171 E-6                | 1              |           |   |

### 4 AMEGp.

| Officer  | AFSC Grade No. |              |   |
|----------|----------------|--------------|---|
| 9016 O-5 | 1              | 73270 E-6    | 1 |
| 9025 O-3 | 1              | A902X0 E-7/9 | 2 |

### 45 AMESq.

| Officer  | AFSC Grade No. |              |    |
|----------|----------------|--------------|----|
| 9025 O-3 | 2              | 70250 E-5    | 1  |
| 9754 O-3 | 9              | A902X0 E-4/8 | 33 |

### Kincheloe AFB, 435 MSFtl.

| Officer     | AFSC Grade No. |             |   |
|-------------|----------------|-------------|---|
| 902X2 E-4/7 | 4              |             |   |
| 90252 E-4/5 | 2              |             |   |
| 9016 O-4    | 1              | 90370 E-6   | 1 |
| 9326 O-3/4  | 2              | 90470 E-6   | 1 |
| 9416 O-4    | 1              | 90570 E-6   | 1 |
| 9735 O-3    | 1              | 906X0 E-5/7 | 2 |
| 9754 O-3    | 1              | 90651 E-5   | 1 |
| 9836 O-4    | 1              | 90770 E-6   | 1 |
| 9926 O-4    | 1              | 90850 E-5   | 1 |
| Airman      |                |             |   |
| 90170 E-6   | 1              | 98150 E-4   | 1 |

### MISSOURI

| Richards-Gebaur AFB<br>Det. 2, 11 Mbl. Comm. Sq. |                |           |   |
|--|----------------|-----------|---|
| Officer  | AFSC Grade No. |           |   |
| 29350 E-5  | 1              |           |   |
| 30431 E-3  | 1              |           |   |
| 1634 O-3   | 1              | 30434 E-3 | 1 |
| Airman   |                | 36330 E-3 | 1 |
| 272X0 E-4/7                                      | 6              | 421X3 E-3 | 3 |

### 36 AMESq.

| Officer      | AFSC Grade No. |  |  |
|--------------|----------------|--|--|
| A902X0 E-4/6 | 42             |  |  |
| 90671 E-6    | 1              |  |  |
| 9754 O-3     | 11             |  |  |
| Airman       |                |  |  |
| 64530 E-3    | 1              |  |  |

### NEW JERSEY

| McGuire AFB, 33 MSSq. |                |             |   |
|-----------------------|----------------|-------------|---|
| Officer               | AFSC Grade No. |             |   |
| 70450 E-5             | 1              |             |   |
| 905X0 E-5/6           | 2              |             |   |
| 9656 O-4              | 1              | 907X0 E-5/7 | 2 |
| Airman                |                |             |   |
| 62230 E-3             | 1              | 908X0 E-5/6 | 2 |
|                       |                | 98150 E-5   | 1 |

### SOUTH CAROLINA

| Charleston AFB, 457 MSFtl. |                |           |   |
|----------------------------|----------------|-----------|---|
| Officer                    | AFSC Grade No. |           |   |
| 902X0 E-4/7                | 3              |           |   |
| 90252 E-4/5                | 2              |           |   |
| 9326 O-3/4                 | 2              | 90370 E-6 | 1 |
| 9356 O-5                   | 1              | 90470 E-6 | 1 |
| 9416 O-4                   | 1              | 90651 E-5 | 1 |
| 9926 O-4                   | 1              | 90770 E-6 | 1 |
| Airman                     |                |           |   |
| 90170 E-6                  | 1              | 90850 E-5 | 1 |

### NEW MEXICO

| Holloman AFB, 455 MSFtl. |                |             |   |
|--------------------------|----------------|-------------|---|
| Officer                  | AFSC Grade No. |             |   |
| 902X0 E-4/7              | 4              |             |   |
| 90252 E-4/5              | 2              |             |   |
| 9016 O-4                 | 1              | 90370 E-6   | 1 |
| 9326 O-3/4               | 2              | 90470 E-6   | 1 |
| 9416 O-4                 | 1              | 90570 E-6   | 1 |
| 9735 O-3                 | 1              | 906X0 E-5/7 | 2 |
| 9754 O-2/3               | 2              | 90651 E-5   | 1 |
| 9836 O-4                 | 1              | 90770 E-6   | 1 |
| 9926 O-4                 | 1              | 90850 E-5   | 1 |
| Airman                   |                |             |   |
| 90170 E-6                | 1              | 98150 E-4   | 1 |

### NEW YORK

| Stewart AFB, 429 MSFtl. |                |             |   |
|-------------------------|----------------|-------------|---|
| Officer                 | AFSC Grade No. |             |   |
| 90252 E-4/5             | 2              |             |   |
| 90370 E-6               | 1              |             |   |
| 9326 O-3/4              | 2              | 90470 E-6   | 1 |
| 9416 O-4                | 1              | 90570 E-6   | 1 |
| 9735 O-3                | 1              | 906X0 E-5/7 | 2 |
| 9754 O-2/3              | 1              | 90651 E-5   | 1 |
| 9926 O-4                | 1              | 90770 E-6   | 1 |
| Airman                  |                |             |   |
| 90170 E-6               | 1              | 98150 E-4   | 1 |
| 902X0B E-7              | 1              |             |   |

### OHIO

| Wright-Patterson AFB,<br>Det. 6, 11 Mbl. Comm. Sq. |                |           |   |
|--|----------------|-----------|---|
| Airman   | AFSC Grade No. |           |   |
| 303X1 E-3/4  | 2              |           |   |
| 30434 E-3  | 2              |           |   |
| 272X0 E-3/4  | 2              | 42153 E-4 | 1 |

### OREGON

| Portland IAP, 40 AMESq. |                |           |    |
|-------------------------|----------------|-----------|----|
| Officer                 | AFSC Grade No. |           |    |
| 73230 E-3               | 1              |           |    |
| 9025 O-3                | 5              | E-4/5     | 46 |
| 9754 O-2/3              | 21             | 90631 E-3 | 1  |
| Airman                  |                |           |    |
| 64550 E-4               | 1              |           |    |

### 443 MSFtl.

| Officer      | AFSC Grade No. |             |   |
|--------------|----------------|-------------|---|
| 902X0B E-3/7 | 3              |             |   |
| 902X2 E-2/4  | 2              |             |   |
| 9016 O-4     | 1              | 90370 E-6   | 1 |
| 9326 O-3/4   | 2              | 90470 E-6   | 1 |
| 9416 O-4     | 1              | 90570 E-6   | 1 |
| 9735 O-3     | 1              | 906X0 E-3/7 | 2 |
| 9754 O-2/3   | 2              | 90651 E-4   | 1 |
| 9926 O-4     | 1              | 90770 E-6   | 1 |
| Airman       |                |             |   |
| 90170 E-6    | 1              | 98130 E-3   | 1 |

### TEXAS

| Bergstrom AFB, Det. 1,<br>13 Mbl. Comm. Sq.      |                |           |   |
|--|----------------|-----------|---|
| Airman   | AFSC Grade No. |           |   |
| 30351 E-4/5                                      | 2              |           |   |
| 30454 E-5  | 1              |           |   |
| 272X0 E-5/6                                      | 2              | 36330 E-3 | 1 |
| James Connally AFB, Det. 2,<br>13 Mbl. Comm. Sq. |                |           |   |
| Airman   | AFSC Grade No. |           |   |
| 303X1 E-3/5                                      | 4              |           |   |
| 304X1 E-3/5                                      | 2              |           |   |
| 272X0 E-3/7                                      | 6              | 30434 E-3 | 2 |
| 293X0 E-3/4                                      | 2              | 36350 E-4 | 1 |

### Carswell AFB, 410 MSFtl.

| Officer  | AFSC Grade No. |  |  |
|----------|----------------|--|--|
| 9735 O-4 | 1              |  |  |
| 9836 O-4 | 1              |  |  |
| 9926 O-4 | 1              |  |  |

### 499 MSFtl.

| Officer    | AFSC Grade No. |          |   |
|------------|----------------|----------|---|
| 9735 O-3   | 1              |          |   |
| 9754 O-2/3 | 1              |          |   |
| 9326 O-3/4 | 2              | 9836 O-4 | 1 |
| 9416 O-4   | 1              | 9926 O-4 | 1 |

### Ellington AFB, 32 MSSq.

| Officer     | AFSC Grade No. |             |   |
|-------------|----------------|-------------|---|
| 62150 E-5   | 1              |             |   |
| 9025 O-2/3  | 3              | 62230 E-3   | 8 |
| 9745 O-2/3  | 6              | 622X1 E-5/7 | 3 |
| 64550 E-4   | 1              | 90250B E-5  | 1 |
| 70250 E-4   | 1              | 907X0 E-5/6 | 2 |
| 70450 E-4/5 | 2              | 908X0 E-5/6 | 2 |

### 422 MSFtl.

| Officer     | AFSC Grade No. |             |   |
|-------------|----------------|-------------|---|
| 903X0 E-4/6 | 2              |             |   |
| 90470 E-6   | 1              |             |   |
| 9016 O-5    | 1              | 90570 E-6   | 1 |
| 9025 O-4    | 1              | 90651 E-4   | 1 |
| 9754 O-3/4  | 4              | 90770 E-6   | 1 |
| Airman      |                |             |   |
| 40350 E-5   | 1              | 98150 E-4/5 | 2 |

### 423 MSFtl.

| Officer     | AFSC Grade No. |           |   |
|-------------|----------------|-----------|---|
| 903X0 E-4/6 | 2              |           |   |
| 90470 E-6   | 1              |           |   |
| 9016 O-5    | 1              | 90650 E-4 | 1 |

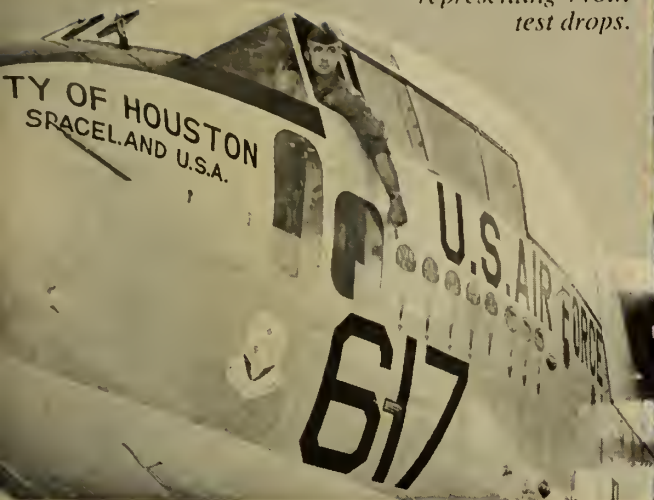
| 9735 O-3   | 1 | 90651 E-4   | 1 |
|------------|---|-------------|---|
| 9745 O-3   | 1 | 90770 E-6   | 1 |
| 9754 O-3/4 | 2 | 90870 E-6   | 1 |
| 9926 O-4   | 1 | 98150 E-4/5 | 2 |
| Airman     |   |             |   |
| 40350 E-5  | 1 |             |   |

### Lackland AFB, 408 MSFtl.

|                |   |             |
|----------------|---|-------------|
| Officer        |   | 90250 E-4   |
| AFSC Grade No. |   | 90252 E-4/5 |
| 9016 O-5       | 1 | 90258 E-5   |
| 9326 O-3/4     | 2 | 903X0 E-4/6 |
| 9356 O-4       | 1 | 906X0 E-4/7 |
| 9416 O-4       | 2 | 906X1 E-4/7 |
| 9745 O-3       | 1 | 907X0 E-6   |
| 9754 O-2/3     | 2 | 90870 E-6   |
| 9926 O-4       | 1 | 98150 E-4/5 |
| Airman         |   |             |
| 90150 E-5      | 1 |             |



*Capt. William Whatley  
draws attention to  
miniature space capsules  
representing 446th  
test drops.*



## Reservists Support NASA...

THE history-making flight of *Gemini 3* on March 23, 1962, held a special significance for Air Force Reservists of the 446th Troop Carrier Wing at Ellington AFB, Texas. The *San Jacinto Wing* holds the distinction of being the only Air Force Reserve flying unit supporting the nation's man-in-space program. They have been conducting airborne tests for the National Aeronautics and Space Administration's (NASA) Manned Space Center at Houston, since 1962.

One of the wing's recent contributions was made March 23, when a C-119 *Flying Boxcar* and crew of the 705th Troop Carrier Group test-dropped a boilerplate version of the *Gemini* capsule into the Atlantic off Cape Kennedy, Florida. The drop was made to evaluate spacecraft retrieval techniques in the launch site recovery area. Thirteen days later, astronauts Virgil Grissom and John Young made their 3-orbit flight in the "Molly Brown."

The 446th initially entered the space program in May 1962, when one of its aircraft and crew test-dropped a prototype *Mercury* spacecraft capsule into Galveston Bay, about 30 miles east of Houston. Since then, the Reserve Wing has worked continuously with NASA carrying out many airborne tests. These have included Sarah Beacon (recovery aid) flights; 10,000-pound platform drops; parachute flight test and high and low altitude parachute tests. Also air drops to test retro-rockets, floatation gear and sea marker.

During the past fiscal year, the wing flew 45 sorties in support of the men-in-space program, with aircraft in the air 165 hours. A total of 288 officer and 105 airman days were involved.

Reservists taking part in the March 10 drop were: Capt. William Whatley, pilot; Capt. Everett Treadway, co-pilot; 1st Lt. Col. Curtis Everett, navigator. Also MSgt. Don Stephens and SSgts. Arthur McBryde, J. M. Dodson and Francis Scoggin. With the exception of Sergeant Richens, member of the 704th Troop Carrier Group, all personnel in the drop crew were from the 705th.

When America puts a man on the moon, the 446th will have a significant part in his getting there.

## Your Personnel Records...

Who is the custodian of your master personnel records? It is important that you know.

Air Force directives require that a personnel records custodian be appointed for all personnel records groups—field, major command, and master.

At the Air Reserve Records Center (ARRC) in Denver, Colorado, Colonel Thomas C. Hollick, head of the Records Directorate, is the custodian of all Air Force Reservists' master personnel records.

About 370,000 master personnel records of Reservists not on extended active duty are maintained by ARRC. These are filed in open shelf files by service number.

There is such a volume of orders, records, and other material sent to the file banks that 84 clerks are required to put such materials in the proper record.

All Reservists are encouraged to visit the center and review their own records. Specialists in personnel subjects are available to answer questions and initiate corrective action if needed. Personnel records may be reviewed from 7:15 a.m. to 2:30 p.m., Monday through Friday.

There are other sections of the Directorate of Records equally important to Reservists. One of these is the address section which receives about 800 address changes daily. To avoid delays in receiving correspondence, *The Air Reservist Magazine* and other material, Reservists should promptly notify ARRC of any change in address. Correspondence should be addressed to: Air Reserve Records Center, 3800 York Street, Denver, Colorado, 80205.

ARRC reference service sections handle correspondence that can be answered from information already recorded in the master file. These sections prepare statements of service, biographical and historical sketches, compute entitlement to uniform allowances and correct reports of separation as requested. They also determine entitlement to awards and decorations, and furnish medical and service data for veterans benefits.

Data development sections examine, correct, and perfect incoming master and field files. Here the data that is stored on computer tapes is extracted and coded on forms for use in the Directorate of Data Systems and Statistics.

Every day hundreds of records are received and mailed out by the shipping and receiving section at the center. ARRC is more than a storage facility. It is vitally important to the careers of all Air Force Reservists.

*Records destined for addresses throughout U.S., are readied for shipment. Hundreds of Reserve records are processed daily.*





*AFSC's Titan III launch complex, under construction at Cape Kennedy, will reduce time lag between launches to one week. Mating boosters to the Titan III will take place in building similar to one pictured.*

## THE AIR FORCE SYSTEMS COMMAND'S ROLE

**D**URING 1964, the United States Air Force observed its first 10 years of research and development activities directed toward achieving and expanding an operational aerospace defense capability. The scientific research, experimentation and technology required to develop this capability was assigned in a large part to the Air Force Systems Command under the direction of General B. A. Schriever. Today, this capability consists not only of a powerful deterrent force in the form of instant ICBMs but it also forms the technological base of a vast new national resource.

In expanding this capability the Air Force Systems Command is responsible for the Air Force of tomorrow . . . it is the focal point for the combined efforts of the military, industrial and scientific personnel engaged in maintaining our nation's deterrent strength. Overcoming myriad problems while turning concepts into realities are basic factors in the everyday activities of the personnel associated with Systems Command controlled projects. Some recent accomplishments include:

- Aircraft—the C-141, answering Military Air Transport Service's (MATS) need for a large, jet-powered aircraft capable of spanning any ocean without refueling . . . the F-4C, a supersonic, fighter aircraft giving Tactical Air Command (TAC) an unprecedented combination of speed and firepower . . . the F-111A, described recently by Secretary of Defense Robert S. McNamara as “. . . the greatest single step forward in combat aircraft in several decades.”

- Space—Air Force Systems Command managed and conducted for the National Aeronautics and Space Administration (NASA) launchings of all astronauts who have orbited the earth and has launched more than 90 per cent of the U. S. satellites and space probes. Systems Command is developing the *Titan III* booster which has been designated as the launch vehicle for the Manned Orbiting Laboratory (MOL).

Formerly the Air Research and Development Command, the Air Force Systems Command came into being in April 1961. This major air command is responsible for advancing Air Force aerospace technology and adapting these

advances into operational aerospace systems. Systems Command is organized to provide up-to-date and effective management of Air Force scientific and technical resources.

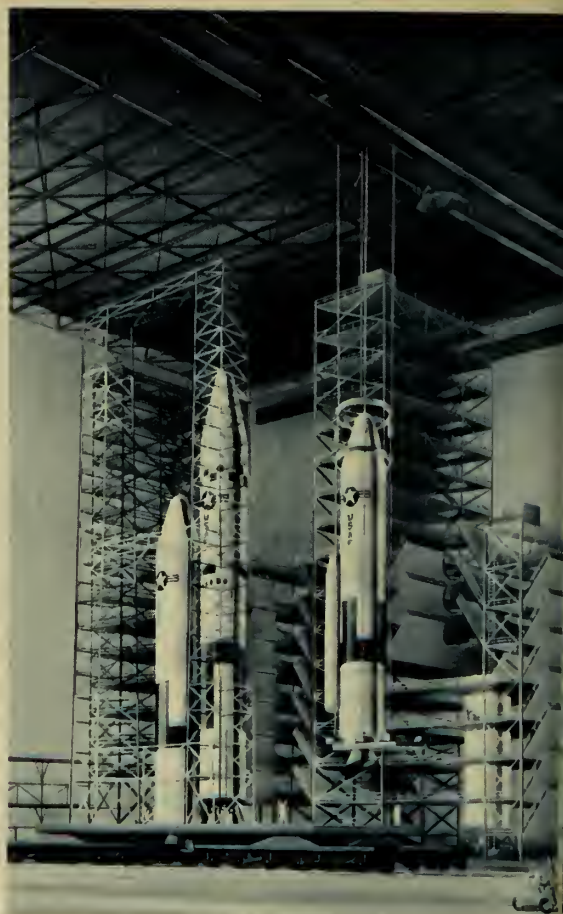
In addition, Systems Command gives major support to specific NASA programs, which include research, development, test, procurement and launch activities.

Through joint agreements, Systems Command and NASA work closely in carrying out activities involving the problems of flight within and outside the earth's atmosphere and the exploration of space with manned and unmanned vehicles. Space Systems Division (SSD) performs executive management over the progress of space programs and projects for Department of Defense (DOD) and NASA.

Headquarters for Systems Command is located at Andrews AFB, Maryland. Organizationally the command is comprised of nine divisions, five development and test centers, two test ranges, and three contract management regions. In coordinating U. S. military and civilian scientific and industrial aerospace weapon and space systems development efforts, Systems Command directs the expenditure of about 40 per cent of the Air Force budget, and manages and controls about 300 installations or separate activities in the United States and overseas, including England, South Africa, Alaska, Hawaii, Eniwetok and Singapore.

The command field elements which make up Air Force Systems Command are:

NATIONAL RANGE DIVISION (NRD), Andrews AFB, Maryland. Plans, develops, operates, maintains and controls assigned DOD range facilities in support of national intercontinental ballistic missile (ICBM) and space programs. Under NRD are two test ranges. They are the Air Force





Eastern Test Range (AFETR), Patrick AFB, Florida and Air Force Western Test Range (AFWTR), Vandenberg AFB, California. AFETR operates the Atlantic range including Cape Kennedy—in support of U. S. missile and space programs. AFWTR operates the Pacific range in support of DOD, NASA and other agency programs. From Cape Kennedy, America's missiles, satellites and manned space programs are launched, and it will be the place from which the *Apollo* and MOL are launched. The AFETR specializes in polar orbit launches of satellites and support of operational training launches of Strategic Air Command (SAC) missiles.

**SPACE SYSTEMS DIVISION (SSD), Los Angeles, California.** Plans, programs and manages space systems and related equipment. This includes the responsibility for space systems development, engineering, test, on-orbit tracking, telemetry control, recovery, evaluation, procurement, production, quality assurance, installation and checkout. In addition, it manages the acquisition of related items, such as space boosters and aerospace ground equipment necessary to provide launching, control and recovery of space equipment and the support of space programs. Units assigned to SSD are the 6595th Aerospace Test Group, Vandenberg AFB, California, the 6594th Aerospace Test Wing, Sunnyvale, California, the 6555th Aerospace Test Wing, Patrick AFB, Florida, and the 6592d Support Group, Los Angeles, California.

**CONTRACT MANAGEMENT DIVISION (CMD), Los Angeles, California.** Responsible for DOD contract management activities in those plants assigned to the Air Force under the DOD National Plant Cognizance Program. Activities of the division will include Air Force Plant Representative Offices (AFPRO), Test Site Offices, and Contract Support Attachments.

Three Contract Management Region (CMR) offices manage the administration of contracts executed by the Air Force Systems Command organizations, Air Force Logistics Command procurement activities, major air commands, Defense Supply Agency, NASA, and other U. S.

*"Minuteman" is launched down AF Eastern Test Range during R&D test. Range is part of AFSC's National Range Division.*



Government purchasing agencies when required. CMR plant representatives assure that specified quantities and qualities of end items are delivered. CMRs furnish technical or management direction for quality control, security and transportation. The CMRs also provide development engineering capability to help Air Force System Program Offices and procuring activities designated by the Systems Command.

The three CMRs are: Eastern Contract Management Region (ECMR), Olmsted AFB, Pennsylvania; Central Contract Management Region (CCMR), Wright-Patterson AFB, Ohio; and the Western Contract Management Region (WCMR), Los Angeles, California.

*continued/next page*

## GENERAL BERNARD A. SCHRIEVER

*Commander, Air Force Systems Command, General Schriever plays a significant role in maintaining the operational superiority of our nation's weapon systems. He also commanded the Air Research and Development Command for two years prior to its being redesignated the Systems Command in April 1961. The general began his military career in 1931 with a Reserve appointment in the Field Artillery following graduation from Texas A&M with a B.S. degree. He entered*

*flight training in 1932 and won his wings and a Reserve commission the next year. Further study at Stanford University earned him a M.S. degree. As a major he served in the Southwest Pacific during World War II. Postwar assignments include: chief, Scientific Liaison Section, and assistant for Development and Planning, Hq. USAF; commander of ARDC's Western Development Division, and assistant to the commander, ARDC.*





BALLISTIC SYSTEMS DIVISION (BSD), *Norton AFB, California*. Plans, programs and manages the acquisition of ballistic missiles and related equipment. BSD provided for the activation of selected missile sites for the *Atlas*, *Titan* and *Minuteman* programs under the most gigantic construction effort in the history of this country.

BSD is Air Force's management agency for all present and future ballistic missile weapon systems and is responsible for the research, development, procurement, production and testing of ICBMs.

AERONAUTICAL SYSTEMS DIVISION (ASD), *Wright-Patterson AFB, Ohio*. Manages the development and acquisition of aeronautical systems and related equipment. The division also manages priority programs to strengthen Air Force capabilities in the area of limited war, special air warfare and counterinsurgency (COIN) operations. ASD manages aircraft and nonballistic missile systems programs supporting all Air Force operational requirements. They include the development of the C-5A heavy logistics transport; the F-111A fighter designed for speed in excess of *Mach 2* with the ability to use short runways; the F-4C, tactical aircraft; the all-jet C-141 transport; the 463L Materials Handling System; and two of the three vertical take-off and landing configurations being developed under a tri-service program to evaluate operational suitability—the tilt-wing XC-142A and the tilt-propeller X-19.

Through its flight test activity, ASD also conducts weightlessness or "zero-gravity" flight tests, all weather testing of new aircraft, adverse weather research and flight tests of new research and development concepts and products.

ELECTRONIC SYSTEMS DIVISION (ESD), *L. G. Hanscom Field, Massachusetts*. Plans and manages information and communication programs and projects to develop command, control, warning, surveillance and support (weather, intelligence) systems. Responsibilities include electronic systems acquisition, test and support for the Air Force and other U.S. Government organizations.

ESD-developed systems or those under development include the Semi-Automatic Ground Environment (SAGE) system for directing the air defense of North America; the Ballistic Missile Early Warning System (BMEWS) which provides warning against attack by ballistic missiles; the Nuclear Detonation Detection System (NUDETS); and the Space Detection and Tracking System (SPADATS) used to detect, track and compute satellite orbits.

Since modern aerospace weapons possess unprecedented speed, range, mobility, flexibility and firepower, they constitute an instrument of national policy that can be employed in any dimension of war when properly manipulated. Electronic command and control systems provide the capability to control these modern weapons. They help commanders make the most efficient use of their resources by gathering information, distilling essential facts from voluminous data, and displaying these facts in easily-understood form.

AEROSPACE MEDICAL DIVISION (AMD), *Brooks AFB, Texas*. Manages bioastronautics research and development programs to support the development of major Air Force systems, assigned research programs supporting Air Force personnel system and clinical and aerospace medicine requirements, and supervises specialized aerospace medical educational programs. AMD units include the USAF School of Aerospace Medicine, Brooks AFB, Texas; Aret Aeromedical Laboratory, Fort Wainwright, Alaska; 6570th Aerospace Medical Research Laboratories, Wright-Patterson AFB, Ohio; 6571st Aeromedical Research Laboratory, Holloman AFB, New Mexico; and the 6570th Personnel Research Laboratory, the Wilford Hall USAF Hospital and the USAF Epidemiological Laboratory, all at Lackland AFB, Texas.



The Manned Orbiting Laboratory (1), will be injected into orbit by "Titan IIIC" (cover.) Both are being developed by the Space Systems Division. Another Systems Command program under development is an unmanned vehicle capable of maneuvering after reentry from orbit, a phase of program "START" (Space Technology and Advanced Reentry Tests).





*Research projects under Aeronautical Systems Division control range from the development of the XB-70A aircraft to laboratory studies of quail eggs as potential sources of food for space travellers.*



*High performance wind tunnels (left), rocket test cells and space environmental chambers at the Arnold Engineering Development Center provide an economical means for Army, Navy, Air Force and NASA scientists and engineers to detect flaws in systems under development.*

FOREIGN TECHNOLOGY DIVISION (FTD), Wright-Patterson AFB, Ohio. To prevent possible technological surprise by a potential enemy, FTD acquires, evaluates, analyzes and disseminates foreign aerospace technology, in concert with other systems command divisions and centers. Information collected from a wide variety of sources undergoes screening and is processed by unique electronic data handling and laboratory processing equipment. Screened and processed information is analyzed by scientific and technical specialists to provide reports, studies and technical findings and assessments of potential hostile technological or operational environs with which Air Force weapon systems must cope. The division provides valid, logical and timely foreign technology support for aerospace and other research and development activities.

RESEARCH AND TECHNOLOGY DIVISION (RTD), Bolling AFB, Washington, D. C. Through assigned laboratories, plans and manages Air Force Systems Command exploratory and advanced development programs aimed at creating a broad research and technology base for timely application in the development of superior, advanced aerospace weapon and support systems and equipment.

Laboratories under RTD supervision and their respective functional areas are:

- The Air Force Weapons Laboratory, Kirtland AFB, New Mexico, conducts research in nuclear weapon applications, effects, ballistics, delivery techniques and safety.

*continued/next page*

MD is recognized as one of the most progressive and lung medical, educational and research institutions in Free World. Among its many research activities, AMD conducts studies in visual problems of flight, medical standards in aviation, dynamic and environmental stresses encountered in space flights and arctic human factor problems. AMD has been directly involved in the selection training of astronauts, and in the research, development testing of life support systems to permit them to function in the environment of space.



- Research programs at the Air Force Rocket Propulsion Laboratory, Edwards AFB, California, involve rocket propulsion components, propellants and ground equipment.

- The Rome Air Development Center, Griffiss AFB, New York, conducts research in electromagnetic energy conversion, signal detection and processing, computation and display, command and control, test and evaluation. The center furnishes research, development and engineering support of intelligence devices; ground communications hardware; and ground environment equipment for surveillance, aircraft approach and landing; air navigation; and electromagnetic radiation warfare.

- The Air Force Aero-Propulsion Laboratory, Wright-Patterson AFB, works in the areas of air breathing, electric and advanced propulsion; fuels and lubricants; and flight vehicle power.

- The Air Force Materials Laboratory, Wright-Patterson AFB, handles research in material sciences, metals and ceramics, non-metallic materials, manufacturing technology and materials application.

- The Air Force Flight Dynamics Laboratory, Wright-Patterson AFB, is concerned with flight vehicle dynamics, performance, control, launching, alighting and structures; crew station environmental control and escape; and aerodynamic decelerators.

- The Air Force Avionics Laboratory, Wright-Patterson AFB, conducts research and technology programs in electronic components, optics and photo materials, navigation and guidance, vehicle defense, electronic warfare communications and reconnaissance.

The Systems Engineering Group, also at Wright-Patterson AFB, manages systems engineering and technical support provided to the Aeronautical Systems Division. It acts as the agency for the transition of technology from Air Force laboratories to systems application.

RTD scientific personnel handled much of the research on the Ballistic Missile Early Warning System and on the development of the Distant Early Warning (DEW) Line and the Semi-Automatic Ground Environment System, a vital to the defense of the North American continent. Current efforts include tracking and communicating via the Echo satellite program, operation of a high power laboratory, participation in the Back-Up Interceptor Control (BUIC) defense system, development of computers, laser research, and the development of devices for collecting, processing and producing intelligence data for the United States Air Force Security Service.

**AIR FORCE FLIGHT TEST CENTER (AFFTC), Edwards AFB, California.** Conducts aircraft Category II testing (Category II tests are conducted by Air Force specialists to determine whether the contractor's product meets established requirements and design objectives.) AFFTC also provides facilities for Category I tests by the contractor and the final functional test and military demonstration intended to determine the capability and suitability of a complete system in meeting established U.S. Air Force requirements and design objectives. AFFTC is the home of the X-15 research rocket plane which has flown faster and higher than any manned aircraft in the history of world aviation. Also at Edwards is the USAF Aerospace Research Pilot School, the first school in the Free World that offers a formal course in space research pilot training. The USAF Parachute Test Group, assigned to AFFTC, is located at El Centro, California.

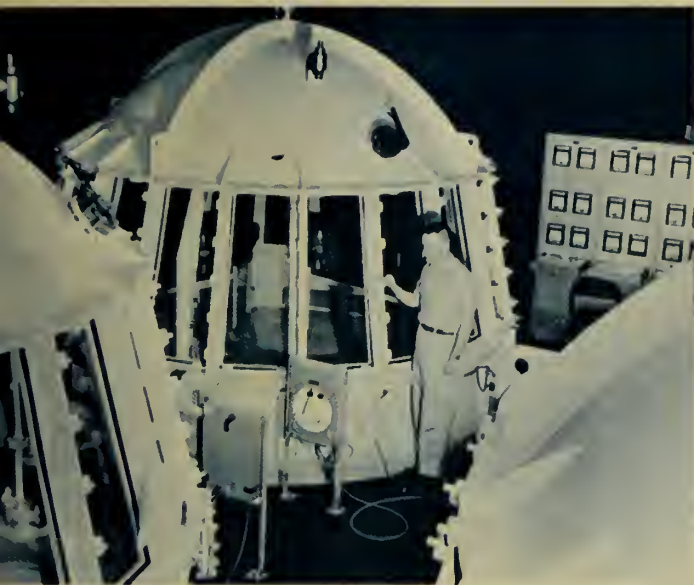
**AIR FORCE SPECIAL WEAPONS CENTER (AFSWC), Kirtland AFB, New Mexico.** Provides engineering support and testing of nuclear thermal nuclear weapons, their components, associated equipment and related phenomena and environment. The center also provides support to the Atomic Energy Commission and other Government agencies in conducting continental and overseas nuclear tests.

AFSWC develops and tests air-launched high altitude sounding rockets, participates in tests of electric propulsion systems, and provides engineering services for users of Systems Command space probe rockets. The center also has a large and versatile capability for conducting a variety of tests including shock, vacuum, temperature, humidity, salt spray and explosive environment.

*Typical of joint military-industry-science efforts is this 190-ton precision antenna of the Haystack radio/radar facility, developed under Electronic Systems Division control.*







ing. Shocks created in the ground by nuclear explosions are simulated in the center's Seismic Impulse Facility to test the vulnerability of equipment to nuclear shock.

**AIR PROVING GROUND CENTER (APGC), Eglin AFB, Florida.** Develops, operates and maintains the Gulf Test Range for aircraft and missile system tests and electromagnetic test environment for electronic countermeasure tests; conducts development engineering tests of missile and aircraft systems, subsystems and equipment appropriate to the capabilities and facilities of the center; carries out combat effectiveness tests; and operates the USAF Climatic Laboratory. At the Climatic Laboratory, equipment tests can be conducted at temperatures ranging from 65 degrees below zero (Fahrenheit) to 165 degrees above. In addition, APGC, working closely with the USAF Special Air Warfare Center of the Tactical Air Command, tests munitions and other special air warfare equipment.

**AIR FORCE MISSILE DEVELOPMENT CENTER (AFMDC), Holloman AFB, New Mexico.** Conducts Category II research and development testing of air-to-air missiles and rockets. It maintains and operates an inertial guidance test facility and performs rocket firings in support of recent technology.

Since its construction in mid-1950, the high-speed capability missile test track at AFMDC has played an ever-increasing role in missile development and human factors research. The 35,000-foot track is used to test full-scale missile subsystems and some of the complete weapon systems. Nose cones and other missile components requiring impact or other destructive experiments also are tested on the track.

Other facilities of the AFMDC include the Guidance Laboratory, with exotic equipment for testing accelerometers, gyroscopes and whole guidance systems; and the Environmental Chamber, capable of simulating every condition of space except weightlessness and radiation.

**ARNOLD ENGINEERING DEVELOPMENT CENTER (AEDC), Arnold AFS, Tennessee.** Wind tunnel center of the U.S. Air Force and largest in the Free World, Arnold provides test support in the fields of gas dynamics and propulsion for all Armed Forces, industrial contractors, NASA and educational and research institutions.

*Within these glass-walled domes at Wright-Patterson AFB, specialists of Aerospace Medical Division conduct studies of respiratory toxic hazards. AMD also trains and tests chimpanzees at Holloman AFB to learn behavior patterns as possible clues to effects of space travel on humans.*



AEDC's mission is to plan, construct and operate a series of wind tunnels, high-altitude test cells and aerospace simulation chambers for the development, testing and evaluation of aircraft, guided missiles, aerospace systems, and rocket and air-breathing propulsion systems.

AEDC has four major laboratories: The von Karman Gas Dynamics Facility performs aerodynamic testing of scale models of aircraft, missiles and space weapons under extreme flight conditions including high-speed reentry into the earth's atmosphere. The Rocket Test Facility tests aircraft, missile and spacecraft propulsion systems including ramjets, turbojets, turboprops, and liquid and solid propellant rockets; and scale aircraft and missile propulsion systems to investigate combined aerodynamic propulsion characteristics. The Propulsion Wind Tunnel tests scale model and complete aircraft, missiles, satellites and propulsion systems. The Aerospace Environmental Facility is a series of high vacuum chambers in which space environments up to 300 miles may be simulated.

### AFSC's Reservists

Highly qualified specialists of the Air Force Reserve play a significant role in augmenting the Air Force Systems Command in three important areas: scientific, research and development management, and development engineering. In addition, Reservist-lawyers assist in negotiating some of the numerous contracts let by AFSC. Airmen of the Air Force Reserve also serve in most career fields at the various divisions and centers.

AFSC has a Reserve Augmentation program (Part I) of 1,466 officer requirements. These mobilization assignees are mainly in training category "D", taking an annual two-week tour in their mobilization position at the unit of assignment. Training is individual, as opposed to group training, and is conducted in exactly the same environment

*continued/next page*



and job in which the Reservist would work if mobilized.

The over-all purpose of AFSC's Reserve program is to train Reservists to augment the present work force, thus eliminating the need for a lengthy transitional phase in the event of a national emergency recall.

Currently, AFSC has filled about 70 per cent of its command-wide authorization of 4,000 slots for officers and airmen. Scientific and engineering Reserve officers who desire to be considered for assignment with the Systems Command may submit applications to the Reserve Affairs office of the AFSC division or center nearest their residence or may send it to the Assistant for Reserve Affairs, Hq. AFSC (SCPR), Andrews AFB, Maryland, 20331. A complete resume of the Reservist's educational background and civilian experience should accompany the application.

High grade vacancies are limited, but Captain and Major spaces are available for mathematicians, physicists, chemists; electronics, mechanical, and aeronautical engineers; and research and development officers.



The combination of efforts in the fields of research and technology by the joint, military-scientific-industrial communities has led to many significant successes in man's attempts to conquer space. Recent tests under control of the Research and Technology Division include. . . . a/ solar cells that are able to convert the sun's heat to electricity. A project engineer of RTD's Aero Propulsion Laboratory tests the ability of a solar cell to drive a small propeller, using a 300-watt light bulb as its source of heat. . . . b/ the Free World's largest diameter (156 inches) solid propellant rocket that can produce more than 3 million pounds of thrust—a prime requisite for the injection into orbit of heavy payloads, and. . . . c/ equipment necessary for man to function in a space environment. An RTD technician demonstrates an air-bearing support stand, curved metal worksite and motor-driven bridge crane to control movement of the worksite panel, a pressurized space suit, and—strapped to his back—a self-maneuvering unit capable of changes in pitch, roll and yaw attitudes.

*"...our military strength a decade or more hence will depend importantly on the skill and energy with which we conduct our current research effort."*

**Robert S. McNamara**  
secretary of Defense





# CIVIL AIR PATROL

... peak scaled ... flying priests ... safety program

**Peak Scaled:** One of the two veteran mountain climbers who recently accompanied New York State Senator Robert Kennedy when he climbed Mt. Kennedy in Canada, is a member of CAP's Washington State Wing.

Harry W. Prather, who with fellow member James W. Whittaker, guided the senator during his ascent of the 9,000 foot mountain, is a lieutenant in CAP's Ellensburg, Washington, Composite Squadron.

Mt. Kennedy was named by the Canadian Government in honor of the President John F. Kennedy, the senator's brother. The ascent marked the first time the rugged Canadian peak had been scaled by man.

During the climb, Senator Kennedy was saved from plunging to the bottom of a crevasse by Prather and Whittaker. As they slipped between the two men, the senator had reached a point about 800 feet below the summit when the snow crust gave way under his feet and he tumbled into the crevasse. The two veteran climbers anchored themselves in their ice axes while Senator Kennedy pulled himself out of the huge crack by digging his crampons into the crevasse's sides.

Lieutenant Prather, who has been a member of the Ellensburg CAP squadron since 1959, participated in the American Mt. Everest Expedition which scaled that peak in 1963.

**Young Padres:** Civil Air Patrol is providing a rich source of membership for one of the nation's newer flying organizations, the National Association of Young Pilots.

Organized by the Rev. Henry Macke, Carrollton, Kentucky and the Rev. Robert A. Wendeln, Maysville, Kentucky, the group boasts a membership of several hundred Catholic priests who are stationed all over the world.

Chartered in January 1964, NAPP quickly caught the fancy of hundreds of priests whose duties required they visit parishes hundreds of miles apart. They are the pastors who were compelled to turn to flying as the only means of reaching spiritual ministrations to their people. This is particularly true of American missionaries serving in foreign lands, where transportation has always been a formidable problem.

Civil Air Patrol is well represented in the NAPP. In addition to Chaplain Wendeln, many other CAP Catholic chaplains are members. Among them is Rev. Walter Markowicz, former

Great Lakes Region, chaplain, now retired; Rev. Emil Dussia, Michigan Wing chaplain; Rev. John M. Donelon, a CAP captain and chaplain of a Staten Island unit in New York. An additional number of CAP chaplains are active in the NAPP or have made application for membership.

Membership in the organization is open to any priest-pilot who has ever held a valid aviation license. Less than six months after the charter meeting, more than 250 priest pilots were listed as being qualified for regular membership. These represent 40 states, 86 dioceses, 22 religious orders and 12 foreign countries. Background and ratings in aviation cover the whole gamut, and in church positions, every field from bishop to seminary student. Some own their own planes. Others fly aircraft owned by the particular religious community to which they belong, such as the Society of the Divine Word in New Guinea. Many belong to flying clubs.

Father Wendeln has been an active member of CAP for many years. He helped organize the Kenton County Group in Kentucky and has participated in several search and rescue missions as pilot and observer.

Since its founding, the executive board of the NAPP has striven to advance and increase the close rapport existing between the Civil Air Patrol and the National Association of Pilot

Priests, Monsignor (Lt. Col., USAF) George M. Hickey, national chaplain, CAP, has been invited to speak at the NAPP national convention next summer. He has been requested to discuss mission, objectives and opportunities for youth in the Civil Air Patrol.

**Safety Program:** In a move designed to promote greater safety awareness CAP's national commander recently announced the inclusion in the 1965 National Commander's Evaluation Plan of an item to evaluate the CAP safety program as it applies to the operation of its corporate-owned aircraft.

A maximum of 100 points will be awarded for an accident-free year. Each accident will cause points to be deducted, with 100 points being deducted for wings that fly less than 1,000 hours per year in all assigned corporate aircraft. Only 20 points per accident will be deducted for wings that fly over 4,000 hours per year.

In announcing the safety evaluation item, Colonel Joe L. Mason, USAF, CAP National Commander, noted that in 1964 the safety program did not effectively meet its objective—to prevent accidents and the associated injuries, deaths and property destruction. He noted that the corporation experienced 136 accidents and six fatalities, of which 41 accidents and five fatalities were attributed to aircraft operations.

Father Wendeln (far right), CAP chaplain and co-founder of the National Association of Priest Pilots, discusses flying exercise with CAP members.





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a/ MSgt. Elmer Schilling of the 433rd TCWg., Kelly AFB, Tex., is the first recipient of the "Air Reserve Forces Meritorious Service Ribbon." Maj. Gen. Albert Wilson Jr. (r), vice comdr., CONAC, presented award in recognition of outstanding service. Observing were Col. Tom Marchbanks Jr. (l), comdr., 433rd TCWg., and Col. Howard Nichols, c/s, CONAC. Schilling received the Air Medal and USAF "Well Done" award in 1963 for bravery during two separate training flights. He was selected AFRes "Outstanding Airman" in 1964. . . . b/ Mrs. Larry Mandot (c), first Army Nurse to make an aeromedical evacuation flight (1943: Karachi, Pakistan to Bolling AFB, D.C.) and first woman awarded the Air Medal, recently accompanied Col. Harold Funsch, command surgeon, MATS, and Lt. Col. Madeline McGinnis, command nurse, MATS, on an inspection tour of ANG's 146th AMEFlt., Van Nuys, Calif. She termed unit's modern facilities, "... a far cry from those of WWII."



c/ ANG's 139th ATSq., Schenectady, N.Y., earns its fifth consecutive MATS "Flight Safety" Award (l-r) Lt. Col. David Ormiston, 139th comdr., Maj. John Meachen, 109th ATGp., flying safety officer, and Capt. John Campbell, group comdr., display latest award. The AFRes' 349th TCWg., Hamilton AFB, Calif., and 442nd TCWg., Richards-Gebaur AFB, Mo., also received "Flying Safety" awards from USAF for the 1964 accident-free records. . . . d/ Col. John Hoff (comdr., 434th TCWg., Bakalar AFB, Ind.), reviews plans for a night personnel airdrop of Army Reserve Special Force's (l-r) Sgt. Peter Diamondis, Capt. John Martin, Maj. Edward Maloney, and Capt. Robert Briggs. The drop was part of several missions flown by the wing's 930th TCGp., during a Tactical Air Command-conducted operational readiness inspection.





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Reference JUNE 1965

# *the air reservist*

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES

**General Timberlake Picked for ROA "Hall of Fame" . . . page 7**



## **The Air Force Logistics Command**

. . . page 8



## the air reservist



... Framed in the after smoke-pipe of an F-106 are a trio of "Delta Darts" being serviced by the Sacramento Air Materiel Area, McClellan AFB, Calif. Every weapon system in the Air Force has a home AMA, providing it with worldwide logistics management. The AMAs are a vital part of the Air Force Logistics Command featured this issue. . . . Story starts on page 8.

## the air reservist

Vol. XVII—No. 5

June 1965

AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

## General John P. McConnell

Chief of Staff, United States Air Force

## Maj. Gen. Curtis R. Low

Ass't Chief of Staff Reserve Forces, USAF

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## NEWS:

AFRes C-123s at San Isidro Air Base, during Dominican crisis. Jets (foreground) are Dominican air force, British-made "Vampires."



**Dominican Crisis:** Air National Guard and Air Force Reserve flying units again demonstrated their "Ready Now" capability to augment Tactical Air Command and the Military Air Transport Service while performing realistic training during the Dominican Republic emergency.

Since April 30 Air Force Reserve troop carrier units have rescheduled training flights to provide airlift augmentation for USAF, TAC and MATS, both within the United States and to points such as San Isidro, Dominican Republic; Ramey AFB, Puerto Rico; Goose Bay, Labrador; Keflavik, Iceland; Guantanamo Bay, Cuba; Kindley AFB, Bermuda; and Harmon AFB, Newfoundland. From April 30 through May 25 the Reservists flew 808 missions for a total airlift of 1,880,396 cargo ton miles and 1,753,878 passenger miles. All of these flights were by C-119 and C-123 aircraft except for 12 C-124 flights.

Crews from AFReserve Air Rescue units, flying HU-16s, have volunteered for short tours of active duty to augment Air Rescue Service, both in the United States and at Goose Bay.

The Oklahoma Air National Guard's C-97 "Talking Bird" from the 137th Air Transport Wing, Oklahoma City, deployed May 2-6 to support the emergency operation. Flying from Ramey AFB, Puerto Rico, the "Talking Bird" alternated with TAC's aircraft of the same name to provide the operations commander a vital communications link to the U. S.

Heavy transport units of the ANG

and AFRes continued to fly more than the normal number of training flights on MATS routes to Europe and the Far East.

The Guard units, which normally schedule 100 training flights a month for MATS Eastern and Western Transport Air Forces, flew 142 such missions in April and 135 in May. AFRes units flew 17 overseas missions in April and 16 in May.

During March these units set a new high by airlifting 1,438 tons of cargo to Europe, the Middle East, Greenland, the British Isles, South America, the Pacific and the Far East. Twenty-four ANG units flying C-97s and C-124s flew 165 missions. Units of two AFRes C-124 wings accomplished the other 12 missions.

MATS officials praised the record a sizable contribution to the month's total tonnage indicating the March effort was representative of the increased importance and productive role of Reserve Forces in assisting MATS accomplish its global mission.

**Standby Training:** The recently issued DOD Directive (1215.6, dated January 16, 1965) placing a limitation on standby training has been revised by the Office of the Secretary of Defense. The revision permits a continuation of nonpay, inactive duty training for retirement and promotion points by personnel who are presently members of the active Standby Reserve (NARS-A and NARS-B) as well as personnel who have been transferred from the Reserve to the Standby Reserve between January



16 and June 30, 1965. Personnel transferred into the Standby Reserve after June 30, 1965, will be eligible for training only if they have a remaining duty military service obligation or they have more than 18 but less than satisfactory years for retirement.

**News:** The Extension Course Institute at Gunter AFB, Alabama, has activated a course in the Supply Career and deleted three others.

The new Career Development Course 64750, *Warehousing Specialist*. It is a two-volumes and carries 42 hours and 14 points for non-active duty Reservists. The course is open to anyone possessing any AFSC in the 64 field assigned duty in the field. Completion of CDC 64000 is a mandatory prerequisite for enrollment.

ECI courses deleted were: 6421, *Basic Supply*; 6510, *Procurement Fundamentals*; and 3056A, *Air Traffic Control Radar Equipment Maintenance*.



The 433rd TCWg., Kelly AFB, Tex., is first AFRes wing unit to receive SAF's "Outstanding Unit Award." . . . a / Col. Tom Archbanks, Comdr., displays command flag with award streamer added to her battle decorations. . . . Gen. E. J. Timberlake, Comdr., CONAC, presented award at Kelly, May 23. . . . / Wing developed "Alamo shotgun," an improved cargo ejection system.

**Pay Reminders:** The Air Force Accounting and Finance Center at Denver, Colorado, presents the following reminders which are of interest to all Air Force Reservists: The first concerns the limitations on Unit Training Assemblies (UTAs) authorized for pay. In some instances Reservists have attended more than the maximum UTAs authorized for pay in one month and expected to be paid for this training. There is a limit to the number of UTAs authorized for pay—six per month for Reservists in Training Category A, Pay Group A, and four per month for Reservists in the B categories. Details are contained in paragraph 6 of AFR 45-10. These maximums do not apply to training that is authorized and voluntarily performed without pay or other compensation.

The second reminder alerts Reservists to the fact that no entitlement exists for Reservists to receive casual payments (payments made in advance of the normal time to persons who are usually in a transient status when making the request). Only in cases of emergency will the Finance Center authorize local finance officers to make casual payments to Reservists, and then only in an amount based on the number of days the Reservist has accrued at the time of the request.

**Education Program:** A progressive military education program is being offered Air National Guard officers.

The new program is outlined in ANG Regulation 53-03. It is designed to stimulate interest in military leadership and will enable officers to better develop their capabilities, thus providing best-qualified officers an opportunity for identification and advancement to positions of greater responsibility. It establishes phase points at given

years of commissioned service enabling officers to complete certain formal military courses during each period.

ANG officers with more than nine years commissioned service will be exempt from the provisions of the new regulation. All other officers are expected to participate in the program.

The regulation states, "Failure to complete the prescribed training courses or its equivalent by the end of the career phase point established will be an important element for consideration in determining full qualification for advancement with or ahead of his contemporaries."

**Operation Sop Up:** Sportsmen are enjoying Lake Powell in southeastern Utah again this year thanks to Air Force Reservists of the 945th Troop Carrier Group at Hill AFB.

A ruptured pipeline poured 5,000 barrels of crude oil into the San Juan River. Left unchecked, it would have entered Lake Powell, killing game fish, damaging Glen Canyon Dam generators, and polluting drinking water.

A log boom was erected across the river and an urgent call went out for the 945th to airdrop four tons of hay into the river.

The mission was accomplished. The hay absorbed the oil saving the lake.

**Photo Contest:** Amateur and professional photographers of the Army and Air National Guard are eligible to compete in a nationwide photo contest being conducted June 1 to August 30.

The contest is jointly sponsored by the Guard Bureau and the National Guard Association. Forty-four prizes will be awarded the winners, who will be announced during the General Con-

see NEWS page 6







*An HU-16 of ANG's 135th ACGp., lands at Lake Martin following an airlift support mission.*

## “Do it Yourself Swift Strike”

*Reservists join with Special  
Forces in a 3-day  
exercise featuring  
interservice training . . .*

by William Johnston, Major, ANG

AIR NATIONAL GUARD . . . AIR FORCE RESERVE  
. . . REGULAR ARMY . . . ARMY NATIONAL GUARD

THE specialized talents of these elements were fused in a “Do It Yourself SWIFT STRIKE,” April 24-26. The inter-service cooperation resulted in a competitive spirit which inspires the best in training and combat readiness. Regulars and Reservists, alike, were exposed to the realistic problems which demanded precise coordination and solutions.

More than 200 soldiers and airmen joined in the 3-day exercise conducted at Lake Martin, Alabama, about 100 miles north of Montgomery.

The participants referred to the exercise as a “Do It Yourself SWIFT STRIKE” since it resembled (on a small scale) the mammoth, Air Force/Army/STRICOM series maneuvers which also stressed interservice cooperation and training. (The last SWIFT STRIKE was conducted in 1962).

Involved in the Lake Martin activities were the Air National Guard's 135th Air Commando Group, Baltimore, Maryland; Air Force Reserve's 919th Troop Carrier Group, Memphis, Tennessee; an Army Special Forces unit from Ft. Bragg, North Carolina, and the Alabama Army National Guard's 20th Special Forces Group (Airborne).

The aircrews and aircraft of the Air Reserve Forces units provided the required airlift support for the maneuvers. Air Guardsmen of the 135th flew HU-16s (*Albatross*) and U-10s (*Courier*), and the 919th Air Force Reservists added C-123s (*Provider*).

Flying airlift support for Special Forces troops of the Army, the Army National Guard and the Marine Corps was an “old hat” to the Maryland ANG Air Commandos. According to the unit commander, Lieutenant Colonel Richard T. Lynch, the Air Guardsmen flew more than 70 HU-16 sorties during 1964; this included 161 personnel and equipment drops.



The U-10s were employed in 321 sorties last year. The U-10 is a small, single-engine, lightweight aircraft capable of performing hairpin maneuvers and extremely short takeoffs and landings under a variety of conditions.

The 919th Troop Carrier Group's contribution to the Army and National Guard Special Forces training during the past year included 1,680 airlift support missions in which they dropped 2,450 paratroopers.

The 919th, commanded by Colonel Arthur T. Ousley, is part of the 445th Troop Carrier Wing, headquartered at Robins AFB, Georgia. The wing's aircraft, the *Provider*, is a two-engine, propeller-driven airplane that serves as an assault transport. The C-123 is capable of operating from unprepared landing strips.

The 919th is assigned an assault airlift mission and receives supervision of training and inspection by the Tactical Air Command. In addition to flying training missions in support of Special Forces units, the Reservists augment the Army's 82nd and 101st Airborne Divisions. Recently, volunteer crews provided active support to USAF during a crisis in the Dominican Republic. (See story on page 2). The 135th aircrews are again scheduled to provide air support for the Army National Guard's 20th Special Forces Group when that Alabama unit engages in its annual summer encampment exercises at Camp Blanding, Florida, during the period June 6-19.



a/ Paratroopers of the Alabama National Guard's 20th and the Army's 7th Special Forces units took preliminary ground training in jump technique from an HU-16 . . . . b/ The Alexander City Chamber of Commerce provided a mobile trailer. It became a combination headquarters and control center for planning and coordinating missions . . . . c/ Air Guardsmen of the 135th ACGp., "beach" a U-10. The 135th recently acquired float conversion kits for its "Couriers," giving added capability to the small, highly maneuverable plane . . . . d/ Col. A. T. Ousley Jr., comdr., 919th TCGp., (1), and Lt. Col. Roy Bands of the 135th ACGp., review the operations with Mr. Hank Hendrix, Alexander City Airport manager. Local support contributed to the success of the interservice training.



NEWS/continued

ference of the NGA, at Miami Beach, Florida, September 26-29. The four top winners in the competition—two in black and white and two in the color category—each will receive four framed Heritage Series canvas reproduction paintings depicting the Guard in action. The remaining 40 winners will receive Certificates of Merit.

**LOGEX 65:** Selected Air Force Reservists from throughout Continental Air Command had an active role in the U.S. Army's largest logistics exercise, *LOGEX 65*, conducted May 3-9 at Ft. Lee, Virginia.

*LOGEX* is an annual command post exercise and map maneuver held under simulated combat conditions, using hypothetical war situations. U.S. Air Force, Department of State, and U.S. Navy personnel also participated in this year's exercise.

Serving as commanding general of all Air Force personnel, Active and Reserve, was Major General John H. Foster, who holds an M-Day assignment with the 12th Air Force. General Foster served as deputy *LOGEX* maneuver director for the Air Force as well as commanding general of the simulated U.S. Air Forces in Europe.

The Air Force Reservists were from troop carrier wings, air terminal and aerial port squadrons, medical service units and aeromedical evacuation squadrons. They manned various positions in all the types of units simulated.

**CORRECTION:** A number of astute New Englanders (Reservists and non-Reservists) called an error of omission to our attention. Our April cover, describing a C-119 flyover by the 94th Troop Carrier Wing in celebration of "Patriots' Day," implied the activities took place only at Lexington, Massachusetts. Though the Reservists actually flew over Lexington as well as the towns of Bedford and Concord, our photo showed them passing directly over the famous "Minuteman" statue in Concord.

*Air Force Reservists, (l-r) MSgt. Scrocca, TSgt. Gaffney, and A1C Duncan and Corcoran, discuss LOGEX 65 problem during Army's largest logistics exercise, held at Ft. Lee, Va., last month. Selected Air Force Reservists from throughout the nation participated.*

## ROA Air Force Highlights . . . Awards . . . Agenda

The Reserve Officers Association (ROA) convenes its 39th national convention in Detroit, Michigan, at the Sheraton-Cadillac Hotel, June 8-10.

Registration of delegates and a "Welcome to Detroit" reception are opening day highlights. The convention begins officially the 9th (See agenda).

The Inaugural Banquet and Military Ball climax the meetings (June 11). During the banquet, ROA's "Minuteman Hall of Fame" award will be presented to Lieutenant General Edward J. Timberlake, commander, Continental Air Command. (See story on facing page.)

Others who similarly have been honored by ROA include the late President John F. Kennedy, former President Harry S. Truman, and Generals Curtis E. LeMay and Joe W. Kelly.

At the annual Awards Luncheon (June 9), more than 200 Air Force Reservists who have flown airlift support missions to the Republic of Vietnam are to be honored in absentia. A representative group of six Reservists will receive the "Armed Forces Expeditionary Medal" for the part they played in augmenting the Military Air Transport Service. Air Force Reserve's 89th Air Terminal Squadron, McGuire AFB, New Jersey, was named winner of ROA's "Outstanding Unit Award." Major Jerome N. Waldor, commander, to accept in behalf of Unit's Reservists.

The General Assembly (June 10) will hear presentations by Major General Curtis R. Low, assistant chief of staff for Reserve Forces, USAF, and counterparts of the other services.

Air Force Section meetings (June 9 and 10), chaired by Brigadier General Donald S. Dawson, will highlight the importance of the Air Reserve Forces Policy Committee. Guest speaker at the Section's luncheon (June 10) is

Major General Jess Larson, president of the Air Force Association. The luncheon features the presentations of ROA's "Distinguished Service Citation" to Major General Roy T. Sessum, chairman of the Air Reserve Forces Policy Committee, and the "Award of Merit" to Lieutenant Colonel Richard E. Schmelz, director of Information for the Second Air Force Reserve Region, Andrews AFB, Maryland.

### Convention Agenda

#### JUNE 9

- 9:00 a.m.—Call to order by ROA National President, Rear Admiral Edgar Reeder . . . Greetings Governor George Romney Michigan, Mayor Jerome Cavan of Detroit, and Rear Admiral LeJacobi, host chairman.
- 9:30—Keynote address by Undersecretary of the Navy Kenneth BeLieu . . . Executive reports . . . Address Wilber Brucker, former secretary of the Army.
- 12:30—Awards Luncheon, (presentation trophies and medals).
- 2:00—Service Sections meet . . . Air Force Section reports and business session.
- 3:00—Meeting of subcommittees.

#### JUNE 10

- 9:00 a.m.—General Assembly. Spoke Maj. Gen. Curtis R. Low, as chief of staff, Reserve Forces and other Services counterparts.
- 12:00—Air Force Section luncheon (presentation of awards) . . . address by Maj. Gen. Jess Larson, president AFA.
- 2:00—Air Force Section reconvenes . . . Subcommittee reports . . . Resolutions . . . election of officers.

#### JUNE 11

- 7:30 p.m.—Inaugural Banquet . . .
- 10:00 Inaugural Military Ball.





**Lieutenant General  
Edward J. Timberlake**



## **"Minuteman Hall of Fame"**

HE selection of General Timberlake for the "Minuteman Hall of Fame" award recognizes, "... his heroic service to the country in war and peace; for his devotion to the Air Force Reserve Tradition, and his contribution, as a Citizen and an Officer, to adequate National Defense. . . ." The award—ROA's highest—comes on the eve of the general's retirement. It is a fitting tribute to a man who has spent more than 34 years of outstanding service to his country.

Lieutenant General Edward J. Timberlake is one of the Air Force's senior general officers and for the past three years has served as commander of the Air Force Reserve Command. Prior to his assignment to CONAC, he served as deputy chief of staff for Personnel and Training, Air Force Headquarters, and in this position, was responsible for the personnel policies for the Air Reserve Forces as well as for the active Air Force. He will retire June 15.

In October, 1962, General Timberlake played a vital role in the unprece-

dent, overnight mobilization of more than 14,000 Air Force Reservists to help meet the threat of a Russian missile build-up in Cuba.

The general was born in Fort Hunt, Virginia on November 10, 1909. He was graduated from the U.S. Military Academy and appointed a Second Lieutenant (Infantry) on June 11, 1931. After completing primary and advanced flying school in 1932 he served with the 72nd Bombardment Squadron, Luke Field, Hawaii.

From 1935 to 1942 the general held various flying assignments in the United States. He became commanding officer of the 93rd Bombardment Group, Barksdale Field, Louisiana, in April 1942 and retained command of that unit when it deployed to England. In June 1943 he was appointed commanding officer of the 201st Combat Wing in England, and in December

1944, assumed command of the 20th Combat Bomb Wing in the European theater of operations. As such, General Timberlake was involved in planning the strategically important Ploesti raids, considered by many to have been the turning point in the war.

After returning to the United States in May 1945, General Timberlake held several posts with Headquarters USAF in the Washington D.C. area until June 1948 when he was reassigned to Japan. In July 1950 he moved with the Fifth Air Force to Korea, as vice commander and then commander.

During September of 1951 he assumed command of Tactical Air Command's Ninth Air Force which he held for six years. On July 16, 1957, he took command of the Fourth Allied Tactical Air Force (NATO), and about one year later became vice commander-in-chief, United States Air Force in Europe. In 1961, he returned to Headquarters, USAF, to become deputy chief of staff for Personnel and about a year later became commander of CONAC.

### **Personal Message for All Air Force Reservists:**

As I prepare for retirement from active service, I want to thank each of you for your loyal support of the Air Force Reserve program and for joining with me and other members of CONAC in building the Reserve program to its present high level of preparedness.

I am supremely proud of the Air Force Reserve and its contributions to our nation's defense. Individual Reservists and Reserve units alike have answered the call to colors in every national emergency since World War II. They have given a splendid account of themselves. Even in the most unheralded and unsung, our Air Force Reservists are supporting supplies and equipment to our forces in South Vietnam and backing up the international crisis off our southern shores.

I take special pride in the outstanding accomplishments of our Air Force Reserve flying units. Ninety per cent of these units currently are combat ready. Their flying safety record is admirable on all counts. And in conjunction with their training, Reserve troop carrier units are carrying out support missions for the Army and the Air Force. In the last six months alone, they have dropped 65,000 troops

and 3,000,000 pounds of equipment. This in addition to the more than 7,000,000 ton-miles flown in support of Far Eastern operations.

From my three years of close association with Air Force Reservists while serving as CONAC commander, I am deeply aware of the sacrifices made by many Reservists in the interest of serving the nation. Their dedication, devotion, and continued willingness to participate in spite of the uncertainties surrounding the Reserve program warrant the fullest measure of respect and admiration of their countrymen.

No matter what the future may bring, this much I can say for certain: the Air Force, the defense effort, and the nation have been well served by their Reservists.

I am privileged to have served with you.

A handwritten signature in dark ink, reading "E J Timberlake". The signature is written in a cursive, flowing style.



# THE AIR FORCE LOGISTICS COMMAND . . .

*The "Go" command, AFLC must insure that USAF's complex weapon systems are kept at peak performance by providing the best in logistics support at the lowest possible cost.*

WHEN a military field commander needs a specific item he wants it at the right place and at the right time, otherwise the success of his mission may be impeded or it may fail completely. As Benjamin Franklin put it, "... for want of a nail the shoe was lost; for want of a shoe the horse was lost; and for want of a horse the rider was lost."

The Air Force Logistics Command (AFLC) makes sure the nail is replaced before the shoe is lost; and with about 300 types of weapon systems—made up of more than 17,000 aircraft and missiles—the number of "nails" in the Air Force inventory reaches an astronomical figure.

Within the last decade, AFLC has changed considerably, keeping pace with advancements in weapons technology and revolutionizing the concept of aerospace logistics. Our national policy of deterrence demands an Air Force geared for instant response. It is the role of logistics to keep Air Force combat units prepared to strike decisive blows with what is on hand at the moment.

Once a system of all-purpose depots (manually operated and geographically oriented), AFLC has been streamlined into today's automated system of specialized, operations-oriented support centers, designated as air materiel areas (AMAs).

This streamlined logistics concept is called "direct support." Costly stockpiling in vulnerable overseas warehouses is obsolete, along with slow supply lines. Direct support means the high-speed movement from the United States of priority and High-Value materials. It requires rapid communications, electronic data processing, and a transportation system geared to instant response.

Besides providing more effective and flexible support, the direct-support approach in logistics management has contributed to the closing of more than 40 AFLC installations in the last 12 years. It also has helped bring about a reduction of AFLC manpower from 224,000 to its current 141,000. During the same period, reducing requirements for spare parts has saved billions of dollars.

A further compression of facilities, made possible by the streamlined concept of logistics management, calls for the phase-out over the next four years of the AMAs at Rome, New York; Middletown, Pennsylvania; Mobile, Alabama, and San Bernardino, California. The functional responsibilities of these four depots will be absorbed by the remaining five AMAs.



OOAMA

*Each of AFLC's nine air materiel areas is responsible for the logistics support of specified weapon systems. Keeping these systems continuously ready to "GO" is the ultimate goal of the military and civilian specialists employed at these . . .*

The Logistics Command employs approximately 141,000 persons, 90 per cent of whom are civilians. With headquarters at Wright-Patterson AFB, Ohio, AFLC relies heavily upon its big industrial-type units—the Air Materiel Areas—to carry out most of the command's operational functions. Basically, the operational functions of AFLC are:

**PROCUREMENT** is that portion of the logistics process concerned with buying spare items, spare parts, aerospace ground equipment, and related requirements, including contracts for technical services.

Major assemblies and spare parts account for approximately \$1 billion of the \$3 billion AFLC spends annually. The balance is spent for aircraft, missile and ground equipment support. This includes maintenance, modification and overhaul contracts.

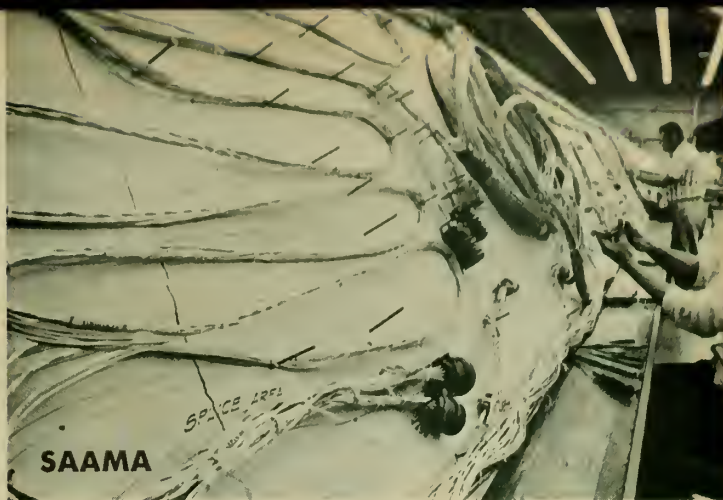
In addition, AFLC establishes policies and procedures for all major air command base procurement activities and provides surveillance of these functions by staff visits and annual worldwide procurement conferences. Annual procurements in this area amount to approximately \$1.2 billion.

**SUPPLY** includes many inventory management functions. Under the "selective management" concept, Hi-Value items are bought conservatively and controlled precisely, although these represent less than 3 per cent of all items bought for weapon support, they account for 50 per cent of the cost. To insure careful and speedy delivery action, special tags identify all Hi-Value items. Other items are bought and controlled under simplified methods.

All of the 1.8 million different items used by the Air Force must be cataloged and most of them are stocked in the AMA depots. Supply also computes requirements for spare parts for future Air Force needs. This function has been called the "backbone of logistics."

**TRANSPORTATION** is responsible worldwide for the movement of Air Force material and personnel. AFLC develops Air Force policies and programs for transportation management; provides management and planning for transportation support of missiles, space systems, and advanced man systems; and contributes to the development of material handling systems and equipment. AFLC manages and controls the Air Force contract airlift—LOGAIR—which helps provide instant response to operating command needs.





AMAs and at other AFLC installations . . . . The pictorial tour presented on pages 8-13 shows . . . . OOAMA: The servicing of a Minuteman ICBM prior to its return to an operational site . . . . OCAMA: The inspection of a KC-135's jet-engine accessories at the depot's modification line . . . . WRAMA: The repairing and testing of USAF gyroscopes under "clean room" standards . . . . SAAMA: The checking for continuity of an electrical cable before installation in one of Strategic Air Command's B-52s . . . .

MAINTENANCE accounts for the work of some 50,000 AFLC employees and another 50,000 off-base contract personnel, who see to it that all materiel is capable of performing its intended function. Information is constantly collected to improve operations and reduce costs. The AMA's modify and overhaul equipment that is beyond the maintenance capability of using organizations. Technical publications are provided for the operation and maintenance of all Air Force materiel. The basic philosophy is to minimize the need for maintenance through improved reliability, and to provide top performance at the least cost.

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## GENERAL MARK E. BRADLEY JR.

Supplying the necessary hardware to keep the USAF geared for instant response has been the responsibility of General Bradley, commander, Air Force Logistics Command, since July 1962. A native of South Carolina, he was graduated from West Point in 1930 and won his wings the next year. His pre-war service included duty as a fighter and test pilot, plus graduation from Technical and Engineering Schools. From 1938 to 1945 he served in flight testing at Wright Field, Ohio.

Following World War II service in Europe with the Service Command and Strategic Air Forces, he was assigned to the 5th AF, Philippines and the 301st Fighter Wg., Okinawa. Returning to the U.S. in 1946, he saw duty with the Armed Forces Staff College and Air Materiel Command. From 1953 until 1956, he was assistant c/s for materiel and vice commander in chief, USAFE. He returned to Washington in 1956 and held successively important logistics positions until he assumed his present post.





#### The Air Materiel Areas:

Every weapon system in the Air Force inventory has a "home" AMA which acts as its system support manager. Each AMA has prime responsibility for the worldwide logistics management of those weapon systems assigned to it. For instance, the San Antonio AMA in Texas is the system support manager for the Strategic Air Command's supersonic bomber, the B-58. This means that whenever a B-58 needs a replacement part—no matter in what part of the world the aircraft might be—it calls upon San Antonio and gets immediate service by cargo aircraft delivery. If in need of major repair or overhaul, the B-58 is returned to San Antonio's maintenance shops. The Ogden AMA in Utah has the same responsibilities for the *Minuteman* missile, while the Warner Robins AMA in Georgia is the logistics godfather to all cargo aircraft.

The Logistics Command's AMAs and some of the weapon systems they support are:

- Oklahoma City AMA (OCAMA) at Tinker AFB, repairs and furnishes spare parts for the B-52, B-47, C/KC-97, C/KC-135, and certain other aircraft as well as the *Quail* and *Hound Dog* missiles. OCAMA also provides logistics management for a number of ground communications-electronics systems.

- Middletown AMA (MAAMA) at Olmsted AFB, Pennsylvania, is system support manager for the F-5A *Freedom Fighter* and the T-38 *Talon*. It also is responsible for all U.S. Air Force helicopters, most liaison aircraft, and some trainers and medium transports. In addition, it manages all Air Force aviation fuels and missile propellants—a billion-dollar-a-year operation.

- San Bernardino AMA (SBAMA) at Norton AFB, California, is responsible for supporting the *Titan II* and *Thor* missile systems. It also is inventory manager for liquid-fuel rocket engines and their components.

- Ogden AMA (OOAMA) at Hill AFB, Utah, takes logistics care of the *Minuteman* ICBM as well as the new F-4C aircraft, the F-101 *Voodoo* and others. OOAMA also manages the munitions program of the Air Force.

- Sacramento AMA (SMAMA) at McClellan AFB, California, manages the logistics support for all Air Force satellite and satellite tracking systems. It also is responsible for the new F-111A variable-sweep wing fighter, as well as the F-104 and the F-100.

- San Antonio AMA (SAAMA) at Kelly AFB, Texas, manages 67 per cent of the Air Force's total engine inventory, comprising nearly 45,000 separate engines. Its aircraft responsibilities include the F-102 and F-106 fighter-interceptors, and the supersonic B-58 *Hustler* bomber. SAAMA also manages logistic support of Air Force reentry vehicles.

"... the job of keeping weapon systems operational must be the responsibility of a single weapon systems logistics manager. A commander in the field cannot keep his B-52s flying, for example, if some of the parts they need are on hand, while others—due from some other source—have not arrived."



- Mobile AMA (MOAMA) at Brookley AFB, Alabama, is responsible for the F-105 *Thunderchief* and the B-66 tactical bomber, as well as the F-84, and the F-84F.

- Warner Robins AMA (WRAMA) at Robins AFB, Georgia, provides logistics management for all first-line transport aircraft. Included are the C-140 and the C-141 jet transports, the C-124, and the C-130 and C-133 turbo-prop transports.

- Rome AMA (ROAMA) at Griffiss AFB, New York, specializes in U.S. Air Force communications and for some ground communications-electronics systems.

#### AFLC's SPECIAL ACTIVITIES

At AFLC's Newark Air Force Station in central Ohio, members of the 2802nd Inertial Guidance and Calibration Group accomplish some of the most important and demanding functions relating to our nation's deterrent capability. It is the check and repair center for inertial guidance systems for guided and ballistic missiles and selected aircraft. In addition, it is the focal point for master standards of accuracy used to calibrate Air Force instruments and equipment around the world.

Logistics Command's calibration program also encompasses 163 precision measurement equipment laboratories located at USAF bases throughout the world. All Air Force calibration work is carried out in conjunction with the National Bureau of Standards in Washington, D. C.

As the repair center for inertial guidance systems, the Newark station is responsible for the *Minuteman*, *Titan*, and *Hound Dog* missiles and for the F-4C aircraft. (A plan is being studied for the possible use of the Newark facilities to accomplish ultra-precision work for the Army, Navy and the National Aeronautics and Space Administration, with a workload that may include the F-111, the *Polaris*, and the *Apollo* programs.)

The repair, test and calibration of these complex, delicate systems and components require an extremely high order of precision. Another requirement is an environment relatively free from seismic disturbance and ultra-clean shop facilities. For example, a Class 4 clean room requires temperatures of 72 degrees (F.) plus or minus one degree, humidity 40 per cent plus or minus 5 per cent, and air filtration with a particle size limit of .3 micron (a unit of measure equal to one millionth of a meter).

Should the guidance system of a *Minuteman* missile experience a failure (one *Minuteman* wing is made up of 150 unmanned launch facilities), the faulty system is transported to the closest Air Force base for forwarding—at top



**MAAMA:** The on-site maintenance of guided missile components to insure operational reliability and increase engineering and safety standards . . . . **MOAMA:** The use of assembly line techniques for the periodic inspection, repair or modification of USAF and ANG F-105 aircraft . . . . **MAAMA:** The refueling of the Air Force's jet and conventional aircraft. Petroleum requirements amount more than 70 million gallons per year . . . .



**MAAMA:** Military Assistance Program trainees learn overhaul techniques in the Falcon missile repair shop. The overhaul of guided missile components is conducted under exacting environmental conditions of temperature, dust and humidity control . . . . **NEWARK Air Force Station:** The check of the gyro motor voltage sensitivity of a Minuteman inertial guidance system . . . .

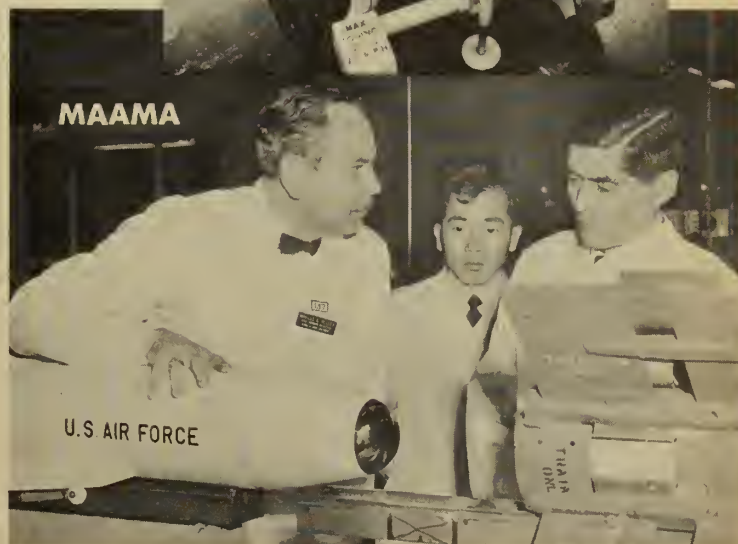


ority via LOGAIR—to AFLC Headquarters and thence to the Newark Station. There the system is disassembled, the clean rooms, repaired, reassembled and tested. It is then returned to an operational missile complex under direction of the appropriate air materiel area (the Ogden MA in the case of the *Minuteman*).

Related Activities GEEIA

AFLC's Ground Electronics Engineering Installation Agency (GEEIA) is specifically "tailored" and equipped to respond to the operational requirements of Air Force commanders throughout the world. The GEEIA mission includes the engineering and installation of ground communications and electronics equipment, assisting using agencies in developing their requirements, insuring the availability of on-time delivery of communications and electronics materiel, and the testing of the system after installation. In 1964, GEEIA merged with the worldwide Mobile Depot Activity and assumed the additional responsibility for on-depot level maintenance for the Air Force's ground

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LOGAIR



GEEIA



*LOGAIR: The employment of high speed conveyor lines in conjunction with the use of aircraft for the quick delivery of priority and High Value cargo . . . GEEIA: The engineering and installation of ground communications and electronic equipment at all Air Force bases in the U.S. and overseas . . . DATA PROCESSING: The utilization of electronic computers and development of data processing programs to help accomplish the materiel management functions of the Logistics Command*

communications-electronics systems and facilities. Also, when equipment becomes obsolete GEEIA is responsible for dismantling it.

To accomplish its mission, GEEIA employs approximately 8,000 military and civil service personnel, and maintains headquarters at Griffiss AFB. It is organized into five regions and 14 squadrons, strategically deployed throughout the Free World. Three regions are in the United States, at Mobile, Alabama; Oklahoma City, Oklahoma, and Sacramento, California. The two overseas regions are located at Wiesbaden, Germany and at Honolulu, Hawaii.

Some examples of GEEIA activities: During 1964 in a project known as *Wind Drift*, GEEIA personnel worked against time and in freezing weather to dismantle and ship three radar vans from the U.S. and Canada and reassemble them along the Communist buffer zones in Germany. The vans served as electronic check points to greatly reduce the possibility of allied aircraft straying into East Germany . . . In the huge underground command post being built for the North American Air Defense Command at the base of Cheyenne Mountain near Colorado Springs, Colorado, GEEIA will be responsible for the engineering and installation of its communications-electronics facilities . . . Thousands of miles of hardened cable with associated single

side band UHF/VP radio systems have been installed by GEEIA for each of the ICBM sites.

As the Air Force moved into the aerospace age of jet-powered aircraft and intercontinental missiles a requirement was created for a speed-up in the delivery time of priority cargo. In response, LOGAIR was established in 1954.

LOGAIR is a three-pronged operation involving civilian-operated carriers, ground-handling and servicing by the "customer" organizations, and operational management and control by AFLC. Together they weld LOGAIR into the world's largest air freight carrier system. Operating a fleet of approximately 80 cargo aircraft, LOGAIR handles some 275,000 tons of High-Value material and flies more than 32,000,000 air-miles each year. Some critically needed supplies move directly from the manufacturer to the user.

LOGAIR's route pattern criss-crosses the United States with four East-West trunk lines and some 15 feeder lines linking supply sources, stocking points, and high-priority bases into an 80-station network which ties-in with Military Air Transport Services' five aerial ports for overseas airlift. There are 21 scheduled flights daily with special "on call" flights when some critical part or a vital piece of equipment is really needed in a hurry. As an example, special LOGAIR flights airlifted factory-fresh guidance systems for the *Atlas* missile from the manufacturer's plant in Milwaukee, Wisconsin, to Cape Kennedy, Florida, for several space probes in the *Mercury* program.

Conclusive proof of LOGAIR's flexibility and its capability for instant response came during the Cuba crisis in 1962. Without disrupting its regular schedule, LOGAIR initiated 120 additional flights involving an extra 328,000 air-miles, and the airlift of almost a million and a half pounds of critical cargo to the Florida staging area.

*"Cost reduction is here to stay. It is the only solution to the problem of building and maintaining superior defense forces and at the same time safeguarding our economy, which is the foundation of our nation's strength."*



The mammoth logistics task of materiel management—directing the purchase and inventory of the vast number of items required to support USAF's weapon systems—would be next to impossible without the aid of modern electronic data processing equipment. As a consequence, AFLC is considered the largest business-type data processing organization in the world.

The Logistics Command currently "owns" or leases 15 large-scale, 93 medium and 14 small computer systems. It employs more than 5,000 people in the data processing field and maintains inventory records on more than a million items. Each year it receives about 5 million punch card reports of all parts failure. This information is used to compare failure trends and to revise specifications or set limitations on the use of items to prevent future, similar failures.

In addition to using computers for materiel management, AFLC uses them for administering financial, transportation, distribution and maintenance records, and for photo-composition and type-setting.

AFLC's Data Center, located at Wright-Patterson AFB, provides a centralized accounting service for the headquarters, including technical supervision, advice and assistance to AFLC field accounting activities. It also provides data system development and design services. An unusual application of computers is being developed at the Oklahoma City AMA's Numerical Control Center. The principal use of the Center is expected to be the emergency manufacture of out-of-production aircraft parts. Now these parts must be obtained from the original manufacturer at a considerable cost in time and money. When the Center is established, a punched tape (either from file or prepared from data relayed from the field) can be placed in a machine and a few minutes the required part will be produced. The Center will incorporate the

speed and accuracy of computer planning into machine tool techniques to cut work time, save money and permit tolerances measured in ten-thousandths of an inch.

AFLC monitors the Air Force's surplus property program, which annually involves aircraft and equipment worth \$3.5 billion. The 2704th Air Force Aircraft Storage and Disposition Group—the Air Force's "parts bank"—is located at Davis-Monthan AFB, Arizona. The 2704th buys, sells, or otherwise disposes of property ranging from obsolete aircraft to books.

AFLC also manages the Air Force material portion of the Military Assistance Program, including both the grant portion and Military Assistance Sales. The grant portion involves about \$500 million a year. These programs are managed for the benefit of over 50 nations throughout the Free World.

*"Despite the marvelous advances in technology and the miracles of push-button electronics, the importance of people has in no wise diminished. A trained, organized, and responsive Reserve force remains as the most vital defense resource in support of the regular establishments."*

General Bradley places strong emphasis on maintaining an effective Reserve program. At his direction, a "Do List" of command objectives is maintained by his staff. One of these objectives is to "Develop and implement a realistic AFLC Reserve Forces Program that will provide the necessary augmentation to AFLC."

Currently, there are 17 Air National Guard squadrons assigned to the Logistics Command. Of these, 15 are GEEIA squadrons and two are communications maintenance squadrons. About 2,750 Air Guardsmen are assigned to these units and assist significantly in accomplishing the GEEIA mission by training on actual Air Force projects. These units have reduced costs for the Air Force by millions of dollars as they perform GEEIA functions during their weekend training periods and summer encampments. All ANG units are Category "A" authorized 48 inactive duty training periods each year and a 15-day tour of active duty for training.

Eight Air Force Reserve medical service units also are assigned to the Logistics Command for supervision of training and inspection. These Reservists train at AFLC hospitals by working side-by-side with their active duty Air Force counterparts. They are part of the recently

reorganized Reserve medical program and their mission is to "fuse" with the active duty hospital to provide augmentation or even temporary replacement. The flexibility of these units also enables them to function independently or consolidate with like units to perform hospital or casualty staging functions. They employ physicians, nurses, dentists, veterinarians, officers of the medical service corps, chaplains, and airmen in the medical and administrative career fields. The medical service units also are category "A".

In addition to these Air Reserve Forces' units, AFLC is authorized 1,474 Air Force Reserve officers and airmen to fill mobilization assignment (MOARS Part I) positions. These Reservists—600 officers and 874 airmen—train in a variety of career fields at AFLC installations during their active duty periods.

*The training-by-doing concept provides AFLC with a responsive Reserve augmentation force. Air Guard GEEIA specialists plan installation of equipment at Cape Kennedy, Fla., during summer encampment.*





# Help Wanted

**LEGEND:** For officer grade identification, O-6 stands for Col.; O-5, Lt. Col.; O-4, Maj.; O-3, Capt.; and O-2, 1st Lt. Where openings exist in the same Air Force Specialty Code for more than one grade, the lowest and highest grades are indicated. Example: O-2/5 means there are openings for 1st lieutenant through lieutenant colonel. Airman: The AFSC identifies the job title. The letter "X" in AFSC 705X0 indicates openings in more than one grade. E-2 indicates A3C; E-3, A2C; E-4, A1C; E-5, SSgt.; E-6, TSgt.; E-7, MSgt.; E-8, SMSgt.; and E-9, CMSgt. Listed below are vacancies with Troop Carrier and Air Terminal units.

## AFRes Vacancies . . .

| ALABAMA                 |                |             |     |
|-------------------------|----------------|-------------|-----|
| Brookley AFB, 908 TCGp. |                |             |     |
| Officer                 | AFSC Grade No. | Grade       | No. |
| 30454                   | E-5            | 1           |     |
| 56171                   | E-6            | 1           |     |
| 1055Z O-2/3             | 5              | 582X0 E-4/6 | 3   |
| 1435 O-3                | 5              | 607X0 E-5/6 | 3   |
| 1925 O-4                | 1              | 63170 E-6   | 1   |
| F4344 O-3               | 1              | 64570 E-6   | 2   |
| 9754 O-2/3              | 3              | 685X0 E-4/7 | 4   |
| Airman                  |                | 70450 E-5   | 2   |
| 20470 E-7               | 1              | 90570 E-6   | 1   |
| 24170 E-6               | 1              |             |     |

| CALIFORNIA              |                |             |     |
|-------------------------|----------------|-------------|-----|
| Hamilton AFB, 349 TCWg. |                |             |     |
| Officer                 | AFSC Grade No. | Grade       | No. |
| 342X0E                  | E-4/6          | 2           |     |
| 6534 O-4                | 1              | 461X1 E-5/6 | 2   |
| 7324 O-4                | 1              |             |     |

| CONNECTICUT             |                |           |     |
|-------------------------|----------------|-----------|-----|
| Bradley Fld., 905 TCGp. |                |           |     |
| Officer                 | AFSC Grade No. | Grade     | No. |
| 9754 O-3                | 1              |           |     |
| 1055Z O-2/3             | 8              | 24270 E-6 | 1   |
| 1435C O-3               | 2              | 46171 E-6 | 1   |
| 6334A O-2/3             | 1              | 90671 E-6 | 1   |
| 6834 O-3                | 1              |           |     |

| MASSACHUSETTS                |                |           |     |
|------------------------------|----------------|-----------|-----|
| L. G. Hanscom Fld., 94 TCWg. |                |           |     |
| Officer                      | AFSC Grade No. | Grade     | No. |
| 47131                        | E-2            | 2         |     |
| 1055Z O-2/3                  | 3              | 77130 E-2 | 2   |

| ILLINOIS              |        |       |     |
|-----------------------|--------|-------|-----|
| O'Hare IAP, 928 TCGp. |        |       |     |
| AFSC                  | Airman | Grade | No. |
| 461X0                 |        | E-3/5 | 2   |

| 91 Air Terminal Squadron |       |     |  |
|--------------------------|-------|-----|--|
| AFSC                     | Grade | No. |  |
| 60550                    | E-4/5 | 12  |  |
| 60551                    | E-4/5 | 2   |  |

| Scott AFB, 932 TCGp. |                |             |     |
|----------------------|----------------|-------------|-----|
| Officer              | AFSC Grade No. | Grade       | No. |
| 24170                | E-6            | 1           |     |
| 1055Z O-2/3          | 7              | 27430 E-5   | 2   |
| 1435C/Z O-3          | 5              | 42172 E-6   | 1   |
| 1535 O-2/3           | 1              | 46150 E-4/5 | 2   |
| F4344 O-3            | 1              | 54750 E-4/5 | 2   |
| 9754 O-2/3           | 2              | 75172 E-6   | 1   |
| 9826 O-3             | 1              |             |     |

| MINNESOTA                     |                |              |     |
|-------------------------------|----------------|--------------|-----|
| Mpls.-St. Paul IAP, 934 TCGp. |                |              |     |
| Officer                       | AFSC Grade No. | Grade        | No. |
| 42450                         | E-4/5          | 2            |     |
| 43330                         | E-4/5          | 3            |     |
| 1055Z O-2/3                   | 2              | 46150 E-4/5  | 2   |
| 1435C/Z O-3                   | 3              | 46131 E-5    | 1   |
| 1535 O-2/3                    | 1              | 47153 E-5    | 1   |
| F4344 O-3                     | 1              | 60351 E-4    | 2   |
| 4355 O-3                      | 1              | A60750 E-4/5 | 3   |
| 9754 O-2/3                    | 3              | 68170 E-6    | 1   |
| Airman                        |                | 68570 E-6    | 1   |
| 40250 E-4                     | 1              | 90470B E-6   | 1   |

| INDIANA                |                |             |     |
|------------------------|----------------|-------------|-----|
| Bakalar AFB, 434 TCWg. |                |             |     |
| Officer                | AFSC Grade No. | Grade       | No. |
| 9754 O-2/3             | 2              |             |     |
| 1055Z O-2/3            | 19             | 431X0 E-3/4 | 15  |
| 1435 O-3               | 7              | 547X0 E-3/7 | 7   |
| 1535 O-2/3             | 9              | 64550 E-4   | 4   |

| LOUISIANA                |                |              |     |
|--------------------------|----------------|--------------|-----|
| Barksdale AFB, 917 TCGp. |                |              |     |
| Officer                  | AFSC Grade No. | Grade        | No. |
| 9754 O-2/3               | 2              |              |     |
| 1055C O-2/3              | 14             | A43570 E-6/7 | 8   |
| 1535 O-2/5               | 13             | A607X0 E-4/9 | 8   |

| New Orleans NAS, 926 TCGp. |                |           |     |
|----------------------------|----------------|-----------|-----|
| Officer                    | AFSC Grade No. | Grade     | No. |
| 43171A                     | E-6            | 3         |     |
| 1055Z O-2/3                | 3              | 58270 E-6 | 3   |
| 1435 O-2/3                 | 4              | 68170 E-6 | 1   |
| 9754 O-2/3                 | 1              |           |     |

| MARYLAND               |                |            |     |
|------------------------|----------------|------------|-----|
| Andrews AFB, 459 TCWg. |                |            |     |
| Officer                | AFSC Grade No. | Grade      | No. |
| 9416                   | O-5            | 1          |     |
| 1055Z O-2/3            | 3              | 34270E E-6 | 1   |
| 4344 O-3               | 1              |            |     |

| GEORGIA                |                |           |     |
|------------------------|----------------|-----------|-----|
| Dobbins AFB, 445 TCWg. |                |           |     |
| Officer                | AFSC Grade No. | Grade     | No. |
| 47151                  | E-4            | 3         |     |
| 58150                  | E-5            | 2         |     |
| 1055A O-2/3            | 3              | 65150 E-5 | 1   |
| Airman                 |                | 29150 E-5 | 2   |

| MICHIGAN                 |                |           |     |
|--------------------------|----------------|-----------|-----|
| Selfridge AFB, 403 TCWg. |                |           |     |
| Officer                  | AFSC Grade No. | Grade     | No. |
| 1535 O-2/3               | 5              |           |     |
| 1055Z O-2/3              | 13             | 70450 E-5 | 2   |

| MISSOURI                       |                |              |     |
|--------------------------------|----------------|--------------|-----|
| Richards-Gebaur AFB, 442 TCWg. |                |              |     |
| Officer                        | AFSC Grade No. | Grade        | No. |
| 9356 O-4                       | 1              |              |     |
| 9754 O-2/3                     | 5              |              |     |
| 1055C O-2/3                    | 31             | 9926 O-4     | 1   |
| 1435A O-3                      | 1              | Airman       |     |
| 1435Z O-3                      | 4              | A43570 E-6/7 | 8   |
| 1535 O-2/4                     | 28             |              |     |

| NEW YORK                     |                |          |     |
|------------------------------|----------------|----------|-----|
| Niagara Falls MAP, 914 TCGp. |                |          |     |
| Officer                      | AFSC Grade No. | Grade    | No. |
| 1435Z O-3                    | 1              |          |     |
| 1055Z O-2/3                  | 4              | 9025 O-3 | 1   |
| 1435C O-3                    | 2              | 9356 O-4 | 1   |

| Stewart AFB, 904 TCGp. |                |             |     |
|------------------------|----------------|-------------|-----|
| Officer                | AFSC Grade No. | Grade       | No. |
| 64270                  | E-6            | 2           |     |
| 64570                  | E-6            | 1           |     |
| 1055Z O-2/3            | 9              | 67151 E-4/5 | 3   |
| 9356 O-4               | 2              | 67170 E-6   | 2   |
| 9754 O-3               | 1              | 68170 E-6   | 1   |
| Airman                 |                | 68570 E-6/7 | 2   |
| 40250 E-4              | 1              | 705X0 E-4/6 | 2   |
| 43171A E-7             | 1              | 90671 E-6   | 1   |
| 43271 E-6              | 1              | 90870 E-6   | 1   |
| 547X0 E-3/6            | 7              | 92250 E-4/5 | 2   |

| NEW JERSEY             |                |           |     |
|------------------------|----------------|-----------|-----|
| McGuire AFB, 514 TCWg. |                |           |     |
| Officer                | AFSC Grade No. | Grade     | No. |
| 1535 O-3               | 1              |           |     |
| 1055Z O-2/4            | 6              | 98270 E-6 | 1   |

| OHIO                       |                |             |     |
|----------------------------|----------------|-------------|-----|
| Clinton Co. AFB, 302 TCWg. |                |             |     |
| Officer                    | AFSC Grade No. | Grade       | No. |
| 43171A                     | E-6            | 1           |     |
| 433X0                      | E-4/6          | 5           |     |
| 1055Z O-2/3                | 26             | 571X0 E-3/6 | 10  |
| 1435 O-3                   | 10             | 605X0 E-3/4 | 6   |
| 9754 O-2/3                 | 4              | 605X1 E-3/4 | 7   |
| Airman                     |                | 622X0 E-3/5 | 6   |
| 274X0 E-3/5                | 5              |             |     |

| Youngstown MAP, 910 TCGp. |                |             |     |
|---------------------------|----------------|-------------|-----|
| Officer                   | AFSC Grade No. | Grade       | No. |
| 9754 O-2/3                | 1              |             |     |
| 1435C O-3                 | 1              | 43330 E-4/5 | 3   |
| 1435Z O-3                 | 1              | 545X0 E-5/6 | 2   |
| 4344 O-3                  | 1              | 55250 E-4   | 2   |
| 4355 O-3                  | 1              |             |     |

| OKLAHOMA              |                |             |     |
|-----------------------|----------------|-------------|-----|
| Tinker AFB, 937 TCGp. |                |             |     |
| Officer               | AFSC Grade No. | Grade       | No. |
| F4344                 | O-3            | 1           |     |
| 1055C O-2/3           | 18             | 27150 E-4/5 | 4   |
| 1435Z O-3             | 4              | 461X0 E-4/6 | 4   |
| 1535 O-2/4            | 9              | 545X0 E-3/6 | 6   |

| PENNSYLVANIA                  |                |             |     |
|-------------------------------|----------------|-------------|-----|
| Gtr. Pittsburgh AP, 911 TCGp. |                |             |     |
| Officer                       | AFSC Grade No. | Grade       | No. |
| 43330                         | E-3/4          | 2           |     |
| 1055Z O-2/3                   | 13             | 603X0 E-3/4 | 2   |
| 1535 O-2/3                    | 5              | 624X0 E-5/6 | 2   |
| 9356 O-3/4                    | 2              |             |     |

| Willow Grove NAS, 913 TCGp. |                |              |     |
|-----------------------------|----------------|--------------|-----|
| Officer                     | AFSC Grade No. | Grade        | No. |
| 432X1                       | E-3/7          | 6            |     |
| 433X0                       | E-3/6          | 4            |     |
| 1055Z O-2/3                 | 13             | 545X0 E-3/5  | 2   |
| 1435C O-2/3                 | 4              | 547X0 E-3/5  | 3   |
| 1435Z O-2/3                 | 2              | 563X0 E-3/5  | 3   |
| 1535 O-2/3                  | 3              | 571X0 E-3/6  | 20  |
| F4344 O-2/3                 | 3              |              |     |
| Airman                      |                | 431X1A E-3/6 | 23  |

| SOUTH CAROLINA              |        |       |     |
|-----------------------------|--------|-------|-----|
| Charleston AFB, 81 ATermSq. |        |       |     |
| AFSC                        | Airman | Grade | No. |
| 60550                       |        | E-4   | 2   |
| 60551                       |        | E-4   | 8   |

| TENNESSEE              |                |             |     |
|------------------------|----------------|-------------|-----|
| Memphis MAP, 919 TCGp. |                |             |     |
| Officer                | AFSC Grade No. | Grade       | No. |
| 36350                  | E-5            | 2           |     |
| 43330                  | E-4/5          | 2           |     |
| 1055A O-2/3            | 18             | 47151 E-4/5 | 5   |
| 1435C O-3              | 2              |             |     |
| Airman                 |                | 29150 E-5   | 2   |

| 920 Troop Carrier Group |                |             |     |
|-------------------------|----------------|-------------|-----|
| Officer                 | AFSC Grade No. | Grade       | No. |
| 42133                   | E-3            | 1           |     |
| 53250                   | E-5            | 1           |     |
| 1055A O-2/3             | 18             | 547X0 E-3/5 | 6   |
| F4344 O-3               | 1              | 55254 E-4   | 2   |
| Airman                  |                | 57130 E-3   | 2   |
| 27430 E-5               | 2              | 603X0 E-3/5 | 8   |

| UTAH                |                |              |     |
|---------------------|----------------|--------------|-----|
| Hill AFB, 945 TCGp. |                |              |     |
| Officer             | AFSC Grade No. | Grade        | No. |
| 9754 O-2/3          | 3              |              |     |
| 1055Z O-2/3         | 2              | 431X1A E-4/6 | 2   |
| 1535 O-5            | 1              | 43330 E-4    | 2   |
| 4355 O-3            | 1              | 43430 E-5    | 1   |
| 9356 O-4            | 1              | A607X0 E-5/6 | 2   |

| WASHINGTON            |                |             |     |
|-----------------------|----------------|-------------|-----|
| Paine Fld., 941 TCGp. |                |             |     |
| Officer               | AFSC Grade No. | Grade       | No. |
| 547X0                 | E-3/7          | 6           |     |
| 1055Z O-2/3           | 10             | 571X0 E-3/7 | 9   |
| 9356 O-4              | 2              | 62250 E-5   | 7   |
| 9754 O-2/3            | 3              | 631X0 E-3/7 | 8   |

| WISCONSIN                     |                |           |     |
|-------------------------------|----------------|-----------|-----|
| Gen. Mitchell Fld., 440 TCWg. |                |           |     |
| Officer                       | AFSC Grade No. | Grade     | No. |
| 20470                         | E-7            | 1         |     |
| 1055Z O-2/3                   | 6              | 42450 E-5 | 2   |
| 1435C O-3                     | 3              | 58150 E-5 | 2   |
| 1535 O-2/3                    | 2              |           |     |

## ANG Vacancies . . .

| ILLINOIS                  |                |            |     |
|---------------------------|----------------|------------|-----|
| Gtr. Peoria AP, 182 TFGp. |                |            |     |
| Officer                   | AFSC Grade No. | Grade      | No. |
| 1435 O-2/3                | 5              |            |     |
| 9826                      | O-3            | 1          |     |
| 1115A O-3                 | 4              | 9754 O-2/3 | 3   |

This unit also has a vacancy for an F-84F Standardization/Evaluation Flight Examiner, NGC-12. Salary is \$10,250-\$13,445. Applicant should be captain or below with 2,000 hours flying time including 500 hours jet time with tactical fighter background. Contact: Commander, 182nd Tac. Ftr. Gp., Gtr. Peoria AP, Peoria, Ill., 61607.

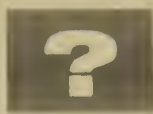
| MARYLAND                   |                |       |     |
|----------------------------|----------------|-------|-----|
| Andrews AFB, 121 Wea. Flt. |                |       |     |
| Airman                     | AFSC Grade No. | Grade | No. |
| 25251                      | E-4/5          | 1     |     |
| 30270                      | E-5/7          | 1     |     |
| 25271                      | E-6            | 1     |     |

| Baltimore, 135 Air Commando Gp. |                |             |     |
|---------------------------------|----------------|-------------|-----|
| Officer                         | AFSC Grade No. | Grade       | No. |
| 42450                           | E-4/5          | 2           |     |
| 43151A                          | E-4            | 4           |     |
| 1045Z O-3                       | 2              | 43330 E-4   | 2   |
| 1055Z O-3                       | 6              | 43470 E-6   | 1   |
| 8124 O-3                        | 1              | 46130 E-3   | 1   |
| 9356 O-3                        | 1              | 46150 E-4/5 | 1   |
| Airman                          |                | 46231 E-5   | 1   |
| 22150                           | E-5            | 46250 E-4   | 1   |
| 22170                           | E-6            | 47153 E-5   | 1   |
| 24150                           | E-5            | 53150 E-4   | 1   |
| 24270                           | E-6            | 53250 E-5   | 1   |
| 27150                           | E-4            | 55150 E-4/5 | 1   |
| 29150                           | E-4/5          | 55250 E-4   | 1   |
| 36251                           | E-4            | 55254 E-4   | 1   |
| 42131A                          | E-3            | 55255 E-4   | 1   |
| 42133                           | E-3            | 56330 E-4   | 1   |
| 42152                           | E-5            | 57130 E-3   | 1   |
| 42153                           | E-5            | 58150 E-5   | 1   |

| NEW HAMPSHIRE           |                |       |     |
|-------------------------|----------------|-------|-----|
| Greiner Fld., 157 ATGp. |                |       |     |
| Airman                  | AFSC Grade No. | Grade | No. |
| 55250                   | E-5            | 2     |     |



## QUESTIONS & ANSWERS



This column is designed to clarify problems of general interest to members of the Air Reserve Forces. Personal problems should be discussed with your unit personnel officer. Questions not used in the column cannot be answered.

**On retirement, does time spent on 15-day active duty for training tours count toward the eight years active duty required for entitlement to medical benefits?** Active duty for training may not be counted toward the eight years of active duty required for entitlement to medical benefits. Individual must serve at least eight years full time duty in the active military service to be entitled to receive medical and dental care.

**My unit requested that an AF Form 1969 be prepared for me, showing that I am entitled to Uniform Maintenance Allowance as of June 30, 1964. However, when the form was returned, I was not given credit for the '62-'63 year, although my AF Form 712 credits me with 55 points. The 10 points I earned for an ECI course were not included. Is this standard procedure?** Regulations governing entitlement to Uniform Maintenance Allowance require at least 35 of the creditable points be earned by performance of duty requiring the wear of the uniform (Para 80185a.(4), AFM 177-105). Points earned by the completion of extension courses, although definitely creditable for retention and retirement purposes, cannot be included. You will notice this provision on AF Form 1969, directly under the maintenance heading. However, the 50 points indicated in this certificate include 15 gratuitous points credited for Reserve membership.

**I am presently in the Air Force Reserve. May I transfer to another branch of the Armed Service?** You may request transfer to another Armed Service if you desire. You must obtain a conditional release from the Air Force Reserve by submitting your request to Headquarters, ARRC (Attention: RPCS), 3800 York Street, Denver, Colorado 80205, through your unit of assignment, if assigned to a duty Reserve unit. Paragraph 6, AFR 45-35 requires that additional information be included in your request for conditional release. AFR 45-35 should be available for your information at the nearest Air Force Reserve unit.

**In the past I have received an ECI catalog. Is there any way I can get another later edition?** No. The ECI catalog was a loose-leaf type catalog, requiring the insertion or removal of pages when changed. Only a limited number were available and none for distribution to individuals. You may review the catalog at any Reserve unit, or write to the Air Reserve Records Center for information.

**Is there a limit to the number of inactive duty points that will be credited for retirement purposes during retirement year?** Not more than 60 inactive duty points may be credited for retirement purposes during any one retirement year. This includes gratuitous points awarded for Reserve membership. Active duty or active duty for training is credited at the rate of one point for each day of active duty. Total points are limited to 365 for any one year (366 leap years). Example: A Reservist has had a 15-day tour of active duty for training, has earned 40 points for

attendance at unit training assemblies, and has completed an ECI course for 12 points credit during a retirement year. He has earned a total of 67 points and will be awarded 15 gratuitous points, making a total of 82 points for the year; however, he will receive retirement credit for only 75 points (15 active duty points plus 60 of the combined inactive duty and gratuitous points).

**I am a draft deferred airman mandatorily assigned to a Reserve unit in New Jersey. Subsequent to the effective date of my Reserve assignment, I moved to Florida. I have no desire to shirk my obligation, but continued active participation with the unit in New Jersey is an impossibility. I should like information regarding action necessary in obtaining a reassignment to this area.** You should contact the commander of your unit of assignment and tell him of your change of address. He will request reassignment instruction from ARRC (RPMM), in Denver. If a vacancy is available in your current locality requiring your grade and Air Force Specialty, you will be reassigned to that position. If there is no vacancy available, you will be reassigned Hq. Continental Air Command (Ineligible Reserve Section), ARRC for future mandatory assignment. In any event, the commander of your unit of assignment must always be made aware of your current address.

## AEROSPACE LIBRARY



**L.B.J.—The Man From Johnson City:** Clarke Newlon (Dodd, Mead, \$3.75). From visits to Texas; the President's personal archives and records; recollections of White House staffers, old friends and associates; here is drawn an intimate, close-up portrait of Lyndon Baines Johnson from birth through his early months as 36th President of the U.S.

**Give Us This Day:** A narrative of the Bataan Death March. Sidney Stewart (Popular Library paperback, \$0.50). April 1942 marked Bataan's surrender to the Japanese and the beginning of three years of torture for 30,000 prisoners of war. This is the story of the Bataan Death March and the survivors.

**A Strategy Of Interdependence:** Vince P. Rock (Scribners, \$7.50). Assuming survival is of basic interest to the U.S. and the Soviet Union, the author advocates several areas of new strategy of common action to create a web of mutual interest from which a greater sense of community can emerge.

**Famous American Military Leaders of WWII:** Editors, Army Times (Dodd, Mead, \$3.25). Biographies of the World War II leaders, Arnold, Bradley, Carlson, Doolittle, Eisenhower, Halsey, King, LeMay, MacArthur, Marshall, Nimitz and Patton.

**Hungry Tiger:** Frank Cameron (McGraw-Hill, \$4.95). The history of the Flying Tiger Cargo Line founded by a veteran of General Claire Chennault's American volunteer group that was famous for its defense of China and Burma, in World War II.

**Rockets And Spacecraft Of The World:** Michael Chester (Norton, \$3.95). A thorough survey of the major space programs of the world. Emphasis is placed on the use of rockets and satellites for exploration and research as well as the military uses of rocket systems.





## reserve camera



a/ The nationwide celebration of Armed Forces Day (May 15) included Open House ceremonies at many Air Reserve Forces' installations. The 928th TCGp., O'Hare IAP, Chicago, Ill., chose 8-year-old Eileen Carhart (daughter of SMSgt. Robert Carhart) to act as official hostess. She is at the controls of a unit C-119. . .

b/ MSgt. Mary E. Teague is one of the first Reserve WAF to receive the new Air Reserve Forces Meritorious Service Ribbon. Dr. Theodore C. Marrs, deputy for Reserve and ROTC Affairs, Office of the Secretary of the Air Force, made the presentation during a Pentagon ceremony last month. Sergeant Teague holds a secretarial position in the Pentagon and, as an Air Force Reservist, is assigned to the 33rd Medical Service Sq. McGuire AFB, N.J. . . c/ Air Force Reserve's Medical Symposium—held April 26-29 in New York City—gave more than 400 Reserve and active duty attendees the opportunity to discuss common problem areas, honor outstanding officers, and review the past year's progress. Nurses, Maj. Anne Stubbs, (l) 32nd Medical Service Sq. and 1st Lt. Patricia McGuire, 423rd Medical Service Flt., both at Ellington AFB, Tex., used free time to visit exhibit area where they examine a model of a space vehicle. . . d/ Maj. John C. Casagrande of the 108th TFWg., McGuire AFB, N.J., is the first Air National Guard pilot to qualify in the F-105 jet aircraft. Brig. Gen. Donald J. Strait, wing commander, congratulated Major Casagrande (in cockpit). The 108th, last year, became the first ANG unit to receive F-105s and its pilots have been undergoing rigorous ground and air training to achieve proficiency in the "Thunderchief."

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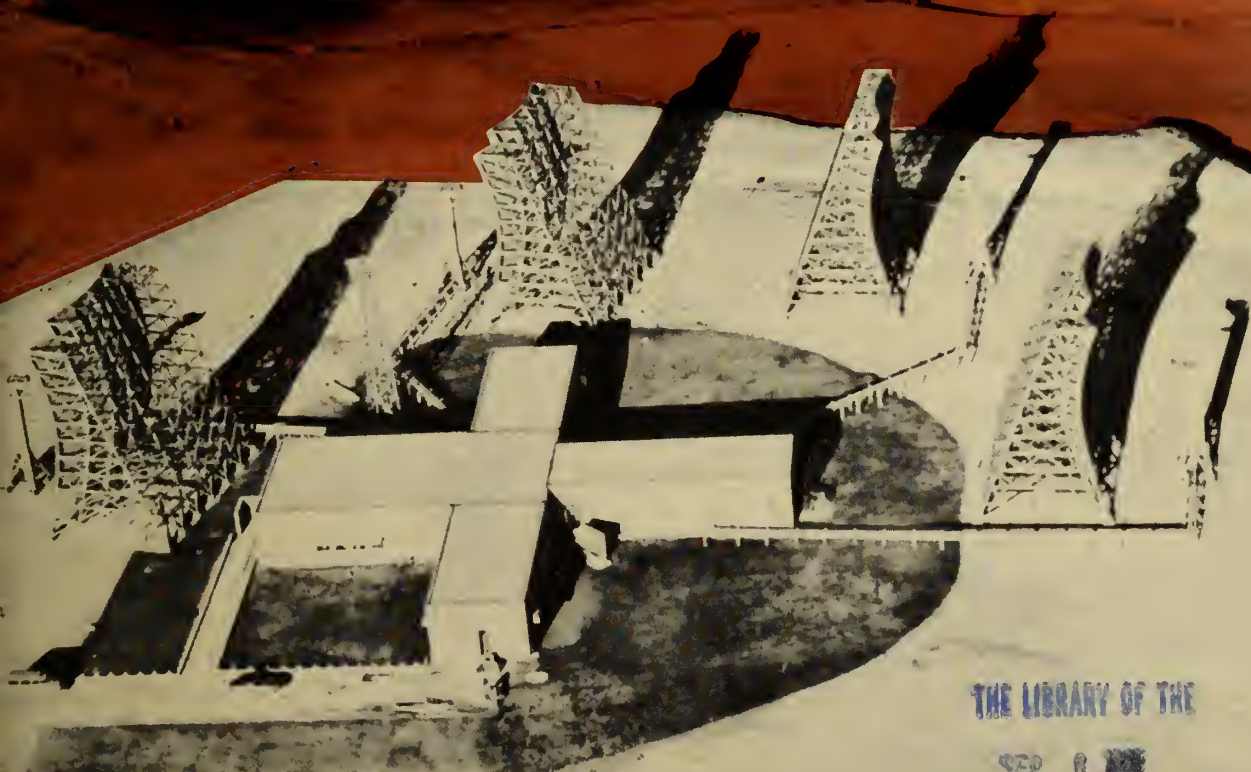
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JULY 1965

# *the air reservist*

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES



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THE AIR FORCE COMMUNICATIONS SERVICE

... page 8





... shows an aerial view of an Air Force Communications Service installation in Spain. The huge "billboard" antennas are part of a system that has revolutionized microwave transmission. The importance of communications and the role of AFCS is featured on pages 8-13 of this issue.

## the air reservist

Vol. XVII—No. 6 July 1965

AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

### General John P. McConnell

Chief of Staff, United States Air Force

### Maj. Gen. Curtis R. Low

Ass't Chief of Staff Reserve Forces, USAF

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Editorial Office: The Air Reservist, P.O. Box 423, Bolling AFB, Washington, D.C., 20332

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq USAF.

## NEWS:



The "Airman's Medal," USAF's highest non-combat award, was presented to A2C James L. Meng (l), and A2C Richard W. Brown, of the 131st Tactical Fighter Gp., by Maj. Gen. Charles H. DuBois, chief of staff of the Missouri Air National Guard. Each helped extinguish a dangerous aircraft fire.

**Selection Boards:** Three selection boards are scheduled by the Air Reserve Records Center in Denver.

Approximately 200 second lieutenants not on extended active duty will be screened for promotion to first lieutenant by a board meeting August 2. Eligible officers must have a permanent service date of on or before June 30, 1963 and be in an active status.

On August 23-27, a board will review the records of some 3,500 first lieutenants not on extended active duty prior to selecting individuals for promotion to captain. Eligibility requires a promotion service date of on or before December 31, 1962 and a total years service date of on or before December 31, 1959. Officers also must have been in an active status for one year prior to the board's convening date.

Another board will meet November 29-December 10, to consider about 6,000 captains for promotion to major. Eligibility includes a promotion service date of on or before June 30, 1960, a total years service date of on or before June 30, 1953 and have been in an active status for one year prior to the board's convening date.

**Weapons Meet:** William Tell, the U.S. Air Force's biennial worldwide fighter-interceptor weapons meet, is scheduled to get underway October 1, at Tyndall AFB, Florida.

Fighter-interceptor teams from the Air Defense Command, U.S. Air Forces in Europe, Alaskan Air Command, and the Air National Guard will participate in the nine-day meet.

The event has a threefold purpose to recognize the best aircrew/control team in the USAF Air Defense system; to demonstrate the capability of interceptor weapon systems; and to evaluate the ability of crews to maintain, handle and load defensive weapons.

During the 1963 competition, ANO 146th Fighter Interceptor Squadron, Pittsburgh, Pennsylvania, scored a significant victory, emphasizing its capability and preparedness. Competing categories for which they were eligible the Air Guardsmen won every award donated by commercial aircraft concerns. They also took two of the three military trophies available to units flying the F-102 aircraft.

**Awards to AFRes:** The 349th Troop Carrier Wing, Hamilton AFB, California, was the recipient of four awards this June. These included: the Force Outstanding Unit Award, USAF Flying Safety Award, a United States Post Office Department citation and the Grover C. Loening Trophy.

The wing received the Outstanding Unit Award for its work in Operation Haylift in Montana and its service to flood-stricken Northern California communities last winter; the Flying Safety Trophy, for the sixth time since 1955; the unit has flown over 110,000 accident-free hours; the Post Office citation for delivering mail daily to isolated flooded areas in California, and the Loening Trophy, which was presented to the 938th Troop Carrier Group, the 349th. The trophy is awarded annually to the most outstanding Reserve unit.



## New CONAC Commander

7  
**LIEUTENANT GENERAL CECIL H. CHILDRÉ** takes command of Continental Air Command on August 18. Major General Albert T. Son Jr., vice commander of CONAC, has assumed the top post for the interim period following the retirement of Lieutenant General Edward J. Oberlake on June 15. General Childré currently is the U.S. representative to the Central Treaty Organization at Ankara, Turkey.

A Texan, General Childré won his wings in 1936 at Kelly Field. His WWII service included command of Brooks Field, Texas and duty in Guam and Hawaii. In 1946, he attended the Air Command and Staff School and remained as an instructor for four years. This was followed by duty in Japan from 1950 to 1953. Returning to the U.S., he was assigned to the Tactical Air Command. In June 1960, the general became assistant deputy chief of staff, Plans and Programs at Headquarters USAF, and in 1962 was named assistant deputy chief of staff, Personnel. He assumed his Central Treaty Organization post in January 1964.



up carrier group (see *Reserve Cam-*  
back cover).

during *Haylift* in December, the wing dropped enough hay and feed to approximately 100,000 snowbound cattle. Later, the unit airlifted 437 engines and almost 3,000,000 pounds of supplies and emergency equipment during the Northern California disaster. The 2,700 officers and men of the wing, which has won every major award for which it was eligible, are entitled to wear the *Outstanding Unit Award* ribbon and may paint it on the tails of their aircraft, a distinction given only before to any Air Reserve unit. The 433rd Troop Carrier Wing, Kelly Field, Texas, was the first).

**AWARDS TO ANG:** The 118th and 133rd Transport Wings have received the Air Force Reserve's *Outstanding Unit Award* for 1964.

Both wings flew the entire year without a flying violation or aircraft accident involving C-97s and C-121s.

The 133rd is the second consecutive accident-free year for the 133rd, which is made up of units from Minnesota, New Hampshire and New Jersey. The wing is cited for its safety record during 100 flying hours in support of the ATTS global mission and its participation in joint training exercises. In commanding the wing, General Howell M. Son Jr., MATS commander, wrote, "The accomplishment of commitments in *Alert Strike, Ready Go, Guardlift 1* and Alaskan earthquake evacuations demonstrated unit ability to master difficult situations."

The 118th, with headquarters at Nashville, Tennessee, is made up of Air Guardsmen from Tennessee and Mis-

issippi. The wing flew more than 14,000 accident-free hours during the year, including flights to South Vietnam. General Estes said, "All personnel throughout command, staff, aircrew and support functions demonstrated a high degree of professionalism during active participation in *Guardlift* and MATS-directed aeromedical and transport missions over domestic and global air routes."

**TV Clips:** Four 16mm black and white television clips supporting Air Force Reserve recruiting will be distributed nationally to TV stations for telecast this fall.

The package includes a 60-second clip titled *Flying*, showing Reserve pilots, navigators, flight nurses, medical crewmen, and loadmasters at work in support of the Air Force Reserve mission. Also a 60 and 20-second version titled, *Medical*. This pair shows the nonflying objectives of the program. Rounding out the package is a 20-second animated cartoon, *Hat*, which lists recruiting and career advantages of the Air Force Reserve.

The film package is scheduled for distribution by the Air Force Film Library Center in St. Louis, Missouri, late this month.

**AFSNs Change:** The service numbers of all officers of the Air Force and Air Reserve Forces will be modified in October 1965.

Prefixes such as AO and AL will be changed and all suffixes dropped. The numerical portion will not change.

All officers and warrant officers will use "F" as the first letter to denote

Air Force. The second letter will be either "R" for Regular, "V" for Air Force Reserve or "G" for Air National Guard officers.

For instance, if an active duty officer's service number is 12345A, it will be changed to FR 12345; or, if an Air Force Reserve officer's number is AO 1553703, it will change to FV 1553703.

After October, all newly commissioned officers will be issued service numbers consisting of seven digits preceded by the appropriate two-letter prefix. Five digit service numbers will no longer be issued to active duty officers of the Air Force.

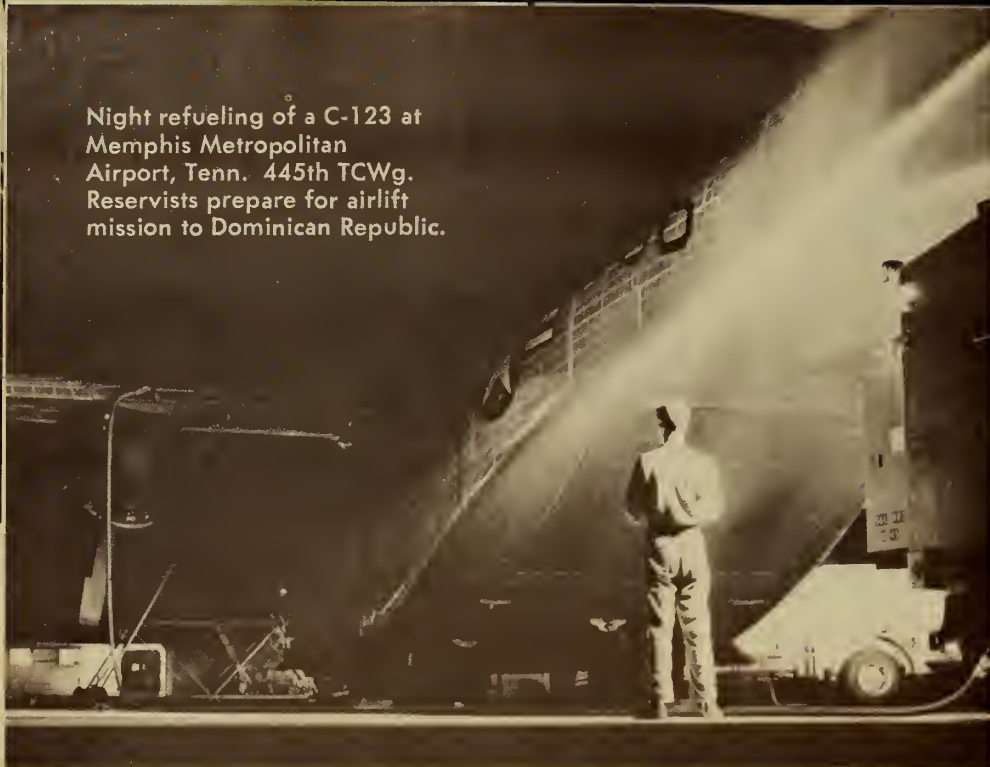
**CAP Briefs:** The first cadet flying encampment in Civil Air Patrol history takes place at Elmira, New York, from July 18 to August 14. Ninety-two CAP cadets will participate in one of three programs—a four-week powered flight private pilot course; a two-week private glider pilot course; and four, one-week sailplane orientation courses. The \$20,000 program is being financed by the Civil Air Patrol.

A \$25,000 flight training scholarship program for high school students of the Kansas City, Missouri area was arranged by CAP's Missouri Wing and the Kansas City Council of the Airline Pilots Association (ALPA). Students qualifying for the scholarship will receive 100 hours of ground school training, 20 hours of dual flight and 20 hours of solo flight in light planes made available by CAP aircraft owners and Airline Pilots Association members.

The 442nd Troop Carrier Wing at nearby Richards-Gebaur AFB, will assist in operating the flying program by providing instructor pilots.



Night refueling of a C-123 at Memphis Metropolitan Airport, Tenn. 445th TCWg. Reservists prepare for airlift mission to Dominican Republic.



## RESERVISTS IN CRISES

*"This was the real thing . . . the first truly no-notice emergency airlift for quite some time . . . Everything fell into place better than in most highly planned exercises. . . . It placed a heavy responsibility on the aircrews and they responded magnificently."*

**Major General Marvin L. McNickle**  
commander, Air Force Task Force 121

**T**HE recent crisis in the Dominican Republic set the stage for another example of the augmentation capability and responsiveness of the Air Reserve Forces.

During the first week of the mammoth airlift operation, called *Power Pack*, U. S. Air Force and volunteer Reserve crews transported personnel and supplies into the Caribbean island's San Isidro Air Base at the rate of four men and 6.18 tons of cargo every three minutes.

The emergency airlift began April 30, in support of United States operations to protect the lives of U.S. and foreign nationals in the Dominican Republic and to evacuate those desiring to leave. At six o'clock that same evening, the first of three C-124s of the 512th Troop Carrier Wing, Carswell AFB, Texas, was in the air, responding in less than four hours after being notified of the requirement. The other two aircraft joined the mission early the next day. The three completed 11 sorties for the Air Force, logging 192.5 flying hours, transporting 146.85 tons of equipment and airlifting 278 passengers between Nellis AFB, Nevada; Cannon AFB, New Mexico and MacDill AFB, Florida. They compiled a total of 211,755 ton miles and 386,850 passenger miles during the six-day mission.

Seven other C-124s of the 512th (some were diverted during regularly scheduled training flights) picked up cargo

and passengers at Travis AFB, California and Clark AB, the Philippines, for delivery to the Tan Son Nhut Airdrome near Saigon in the Republic of Viet-Nam.

Pope and Seymour Johnson AFB, both in North Carolina and Shaw AFB, South Carolina, served as the primary staging areas. Air Force Reserve crews also used the facilities of Homestead AFB, Florida and Ramey AFB, Puerto Rico where a combat airlift support unit (CALSU) had been established.

By the end of the first month Headquarters USAF credited the airlift elements of the Tactical Air Command (TAC), Military Air Transport Service (MATs), and the Air Force Reserve's 15 troop carrier wings with completing more than 2,100 sorties. Active duty airmen flying C-130s and Reservists utilizing C-124s, C-119s, and C-123s carried almost 20,000 passengers and transported 18,781 tons of cargo. At the height of the airlift about 100 Air Force Reserve aircraft were involved in training missions every day in support of the active duty forces.

The Air National Guard also was busy. While the Regulars and Reservists were flying *Power Pack* missions into the Dominican Republic, each of the ANG's 25 air transport units was contributing to the nationwide effort by assisting with its global missions. During May, these units completed 43 missions in addition to their regularly scheduled training flights which average more than 100 per month. Air Guard transport units fly C-97s and C-121s.

The effectiveness of this support of MATs requirements was outlined in a personal letter from MATs Commander General Howell M. Estes Jr.: "In the recent past and currently during periods of heightened world tension, the [Air Reserve Forces] voluntarily made available vitally needed airlift capability over and above that normally furnished in support of our worldwide commitments. Tremendous assistance has been given by performing logistic support missions to Southeast Asia. Most recently the spontaneous and enthusiastic response of [Air Force Reserve and Air National Guard] units during the execution of Exercise *Power Pack*



to the Dominican Republic has been most gratifying and fulfilling. These actions again illustrate the professionalism and ready posture of our [Air Reserve Forces] units and the high esprit of the individual [Guardsmen and Reservists], as well as the full awareness of their role in our nation's defense system."

The crew of ANG's *Talking Bird* also played a significant role in the Dominican crisis. The *Talking Bird* is a specially equipped C-97 *Stratofreighter* assigned to the 137th Air Transport Wing, Oklahoma City. The primary mission of its crew is to provide a communications link between the United States and any forward area from the beginning of a contingency operation until a permanent communications system can be installed.

The *Talking Bird* is capable of deploying to any part of the world and setting up both voice and teletype communications in a minimum of time. Its Air Guard crew is on constant alert, ready to move out on four hours notice. It is the only element of ANG operating under the direct command of Headquarters USAF.

The hub of Air Force Reserve flying activities was the Command Post at Headquarters Continental Air Command (CONAC) at Robins AFB, Georgia. During the emergency lift, the CONAC operations staff kept a pinpoint check on the whereabouts of every aircraft and crew. It main-

tained contact with Headquarters USAF, the control centers of other commands, and Air Force Task Force 121 under the command of Major General Marvin L. McNickle.

Though many Air Force Reserve crews flew direct support missions into the San Isidro air base, Air Guard and Reserve augmentation also came in the form of training missions to other areas of the world. Examples of such missions included flights to Saigon, Iceland, Greenland, Alaska, Brazil, Canada, Newfoundland, Puerto Rico and Labrador. Thus, the Reservists and Guardsmen were able to relieve their active duty counterparts for participation in *Power Pack*.

The 514th Troop Carrier Wing, McGuire AFB, New Jersey, accomplished another Air Force Reserve airlift mission in support of the Dominican crisis requirements. The wing's sixteen C-119s left McGuire AFB at six o'clock on the morning of May 1—destination: Seymour Johnson AFB. The purpose was to assist the Air Force's 12th Tactical Fighter Wing and 31st Tactical Fighter Squadron to return personnel and equipment to their Florida headquarters. Forty men and more than 100,000 pounds of equipment were airlifted for the active duty F-4C and F-100 fighter-interceptor units before the Reservist aircrews returned to McGuire. The 514th continued its *Power Pack* missions with airlifts to San Isidro.

see next page

*An HU-16 of the Air Force Reserve's 301st Air Rescue Sq., Homestead AFB, Fla., flies an alert mission in the Caribbean.*

*Volunteer aircrews from each of the five Reserve rescue units immediately went on 'round-the-clock standby status during the Dominican Crisis. Pararescuemen of these units are equipped for land or water operations and trained to provide medical assistance.*



*Air Guardsmen of the 111th Air Transport Gp., Willow Grove Naval Air Station, Pa., scramble from a flight line vehicle to prepare a unit C-97 for takeoff on a MATS global airlift mission. Each of the Air Guard's air transport units responded to "Power Pack" requirements by flying more than their regularly scheduled missions to overseas air terminals.*



One such flight began at McGuire May 4 and ended May 10, and included these stops: Ernest Harmon AFB, Newfoundland; Dover AFB, Delaware; Norfolk, Virginia; Homestead AFB, Florida; the Guantanamo Naval Air Station in Cuba; the Roosevelt Roads Naval Air Station, Puerto Rico; then back to Homestead, Norfolk and McGuire.

Quick reaction, the forte of the Air Reserve Forces, was further demonstrated by two aircrews of the 442nd Troop Carrier Wing, Richards-Gebaur AFB, Missouri. Notified at 9:00 a.m., May 1 of the airlift requirement, the first crew departed Richards-Gebaur less than five hours later. After picking up 18,751 pounds of priority cargo at Truax Field, Wisconsin, the C-124 crew returned to Richards-Gebaur at 9:30 a.m. the following morning. Less than an hour later, the second group of Reservists took over and headed for Ramey AFB, Puerto Rico via Charleston AFB, South Carolina. By midnight of the next day (May 3) they were back at Richards-Gebaur. The two crews flew a total of 25 hours and 25 minutes, covering 4,785 nautical miles or 22,596 ton miles in five sorties.

Assistance also has been provided by the Air Force Reserve's five air rescue squadrons. Volunteer aircrews from these units are augmenting MATS' Air Rescue Service in many locations. As an example, the 301st Air Rescue Sq., Homestead AFB, Florida, had a volunteer crew and aircraft on continuous alert duty for the first 31 days of the operation. They flew 125.4 hours and 14 sorties.

*Air Guardsman, TSgt. John Oltmanns of the 137th Air Transport Wg., Oklahoma City, places radio and teletype circuits and groundlines in proper combination at the communications panel of ANG's "Talking Bird." The specially equipped C-97 provided a communications link between the U.S. and the Caribbean area.*

By June 30, Air Force Reserve units had flown 1,744 missions, carried 5,115 passengers over 4,100,000 passenger miles and airlifted 4,300 tons about 4,600,000 ton miles while logging 15,745 flying hours. These figures reflect only time spent carrying passengers or cargo.

During May, the Air Guard established an all-time high in airlift augmentation by transporting 1,774 tons of cargo of which 618.6 tons were carried by Air Guard crews flying the additional 43 missions. Between June 1 and 24, ANG completed 95 regularly scheduled missions plus an extra 20 to overseas destinations such as: Tachikawa AB, Japan; Kadena AB, Okinawa; Hickam AFB, Hawaii; Elmendorf AFB, Alaska; Rhein-Main AB, Germany; Ramey AFB, Puerto Rico; Torrejon AB, Spain; Goose AB, Labrador; Mildenhall RAF Station, United Kingdom, and the Ernest Harmon AFB in Newfoundland.

The following Air Reserve Force flying units augmented the active duty forces during the *Power Pack* airlift: (Air Force Reserve troop carrier wings) 514th, McGuire AFB,



*Col. Campbell Y. Jackson (l), comdr. of Air Force Reserve's 514th Troop Carrier Wg., McGuire AFB, N.J., confers with active duty Air Force personnel of the Combat Airlift Support Unit established at Ramey AFB, Puerto Rico. The CALSU served as a focal point for airlift requirements.*

*Plotting a course for an airlift mission to the Dominican Republic are Reservists of the 302nd Troop Carrier Wg., Clinton County AFB, Ohio. (l-r) Maj. Orville Gensler, Maj. Richard Copenhaver, SSgt. Robert Smith (seated), MSgt. Leslie Morgan and SSgt. Earl F. Stanton.*







*Air Force Reservists, MSgt. Paul E. Flynn (l) and TSgt. Jim Ellison, both assigned to the 512th Troop Carrier Wg., Carswell AFB, Texas, begin a preflight check of a unit C-124 prior to airlifting cargo and passengers during "Power Pack."*



*Flight engineer, MSgt. William Bennington, makes an adjustment on a C-119 of the 459th Troop Carrier Wg., Andrews AFB, Md., upon its return from a "Power Pack" mission. SSgt. Laurence Evans assists.*



*One of the first Air Force Reserve aircrews to airlift material into the San Isidro airfield near Santo Domingo were (l-r, kneeling) TSgt. Joseph McGee, Maj. E. J. Pilote, Capt. Frank Wells, Capt. John Simpson; (standing) SSgt. C. O. Calvin and TSgt. Jim DeMeyer, of the 349th Troop Carrier Wg., Hamilton AFB, Calif.*

Jersey; 94th, L. G. Hanscom Field, Massachusetts; 459th, Andrews AFB, Ohio; 445th, Dobbins AFB, Georgia; 435th, Homestead AFB, Florida; 433rd, Kelly AFB, Texas; 512th, Carswell AFB, Texas; 446th, Ellington AFB, Texas; 434th, Mather AFB, Indiana; 440th, General Mitchell Field, Wisconsin; 403rd, Selfridge AFB, Michigan; 442nd, Richards AFB, Missouri; 349th, Hamilton AFB, California; 452nd, March AFB, California. (Air Force Reserve rescue squadrons) 301st, Homestead AFB, Florida; 45th, Luke AFB, Arizona; 303rd, March AFB, California; 45th, Portland International Airport, Oregon, and the 45th, Selfridge AFB, Michigan. (Air National Guard air transport squadrons) 197th, Phoenix, Arizona; 115th and 142nd, both at Van Nuys, California; 142nd, Wilmington, Delaware; 128th, Dobbins AFB, Georgia; 158th, Savannah, Georgia; 109th, Minneapolis, Minnesota; 183rd, Jackson, Mississippi; 180th, St. Joseph, Missouri; 133rd, Grenier Field, New Hampshire; 150th, Newark, New Jersey; 102nd, New York Naval Air Station, New York; 137th, White Plains, New York; 139th, Schenectady, New York; 156th,

Charlotte, North Carolina; 185th, Oklahoma City, Oklahoma; 125th, Tulsa, Oklahoma; 147th, Pittsburgh, Pennsylvania; 103rd, Willow Grove Naval Air Station, Pennsylvania; 140th, Olmsted AFB, Pennsylvania; 105th, Nashville, Tennessee; 155th, Memphis, Tennessee; 191st, Salt Lake City, Utah; 167th, Martinsburg, West Virginia, and the 187th, Cheyenne, Wyoming.

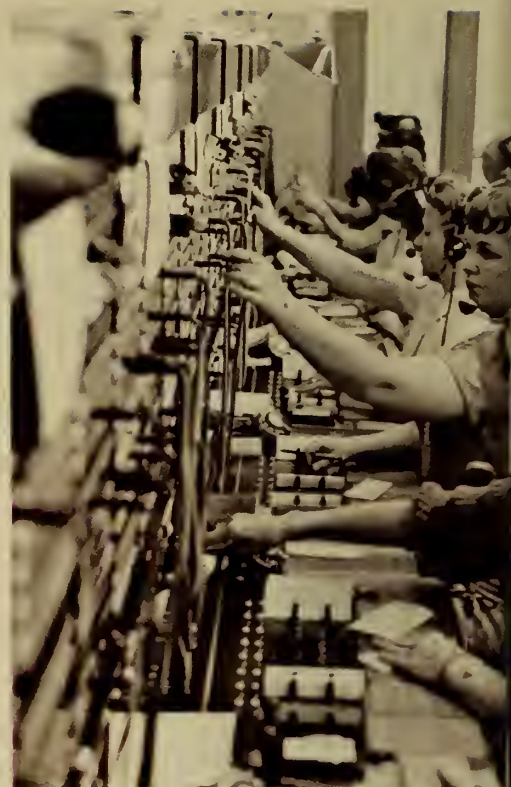
*"Timely and effective response of [Air Force Reserve troop carrier] units during the Dominican Republic Crisis has been invaluable to Air Force Atlantic's (AFLANT) airlift operations. It is recognized that many aircrews and maintenance personnel worked long hours to insure the completion of their assigned mission. Their efforts during the past week again highlight the need to have this airlift potential available for such emergencies."*

**General Walter C. Sweeney Jr.**  
commander, Tactical Air Command



*A globally dispersed force of communicators and controllers service USAF's far flung bases and contribute immeasurably to the safety and regulation of flight. This is...*

## THE AIR FORCE COMMUNICATIONS SERVICE



A MODERN, rapid, and accurate system of communication is vital in merging the U.S. Air Force's personnel into a powerful aerospace team. To direct and control our globally dispersed units, commanders must have a reliable means of communication.

The Air Force Communications Service (AFCS) provides this capability through its operation and maintenance of communications, and a worldwide system of air traffic control facilities and air navigational aids. AFCS also supports the operation of the Defense Communications Agency.

AFCS, which was activated as a major air command in July of 1961, has its global headquarters at Scott AFB, Illinois.

Five principal services furnished by the command are:

- *On-base Communications:* The operation and maintenance of base telephone, teletype and data systems, and the maintenance of intercom, fire and crash alarm, air police and security alerting systems and on-base closed circuit television. AFCS provides such services at all Air Force bases.

- *Long-line Communications:* AFCS operates global systems which include radio, teletype, telephone, and data circuits linking USAF activities around the world. Other special networks provide communications for aircraft and missile early warning systems. AFCS operates within the Air Force—as part of the Defense Communications System—the Automatic Digital Network and the Automatic Voice Network (AUTOVON). These high-speed data, teletype and voice communications systems tie together hundreds of bases, supply depots, major command headquarters and other members of the defense team.

- *Navigational Aids:* This service involves the operation and maintenance of electronic aids to air navigation. Air navigational aids include radio ranges, direction finders, homing beacons, radar beacons, marker beacons, instrument landing systems and mid-range radar and radio.

- *Air Traffic Control:* Controllers operate and maintain air traffic and navigational control sites worldwide. These activities include point-to-point and ground-to-radio stations, airdrome control towers and precision radar control approach services to permit aircraft landings under all weather conditions.

- *Emergency Mission Support:* This service incorporates the use of portable terminal navigational aids and mobile communications which can be transported quickly to any point in the world.

AFCS' command structure includes two subordinate headquarters called "communications areas"—comparable in size and mission to numbered Air Forces—with each having subordinate dependent regions, and five "communications regions"—similar to air divisions—which are considered dependent in that they report directly to AFCS headquarters.

Assigned to the European-Africa-Middle Eastern Communications Area, Lindsey AS, Germany, are the 186th Facilities Checking Flight, Wiesbaden AB, Germany; 2nd Mobile Communications Group, Toul-Rosieres AB, France; and the following communications regions: United Kingdom, South Ruislip AS, England; Spanish, Torrejon AB, Spain; Central European, Ramstein AB, Germany, and Mediterranean, Ankara, Turkey.

The Pacific Communications Area, Wheeler AFB, Hawaii, supervises the 1867th Facilities Checking Flight, Clark AB, the Philippines; Far East Communications Region, Fuchu AS, Japan; Southeast Asia Communications Region and 1st Mobile Communications Group, both at Clark AB.

The five "independent" communications regions are Alaskan, Elmendorf AFB; Eastern, Westover AFB, Massachusetts; Central, Tinker AFB, Oklahoma; Western, Hamilton AFB, California, and the TAC Communications Region at Langley AFB, Virginia, which supervises the 4th and 5th Mobile Communications Groups at Hunter AFB and Robins AFB, Georgia.



The telephone switchboard is typical of the On-Base Communications service furnished all Air Force bases by this major air command.

On-Base Communications requires inventiveness. Specialist puts finishing touches on a complex telephone-intercom system at Scott AFB Outside Plant.



Other AFCS units are the 3rd Mobile Communications Group, Tinker AFB; 1978th Communications Group, Albrook AFB, Canal Zone; 1800th Support Squadron and 1866th Facilities Checking Flight, both at Scott AFB.

Although AFCS does not "own" any bases (its units are tenants), it is the Air Force's most globally dispersed command. Upwards of 50,000 individuals are stationed at more than 500 locations in 45 states and in 31 foreign countries. About 60 per cent of these people are at overseas locations at any given time.

### Long-Line Communications . . .

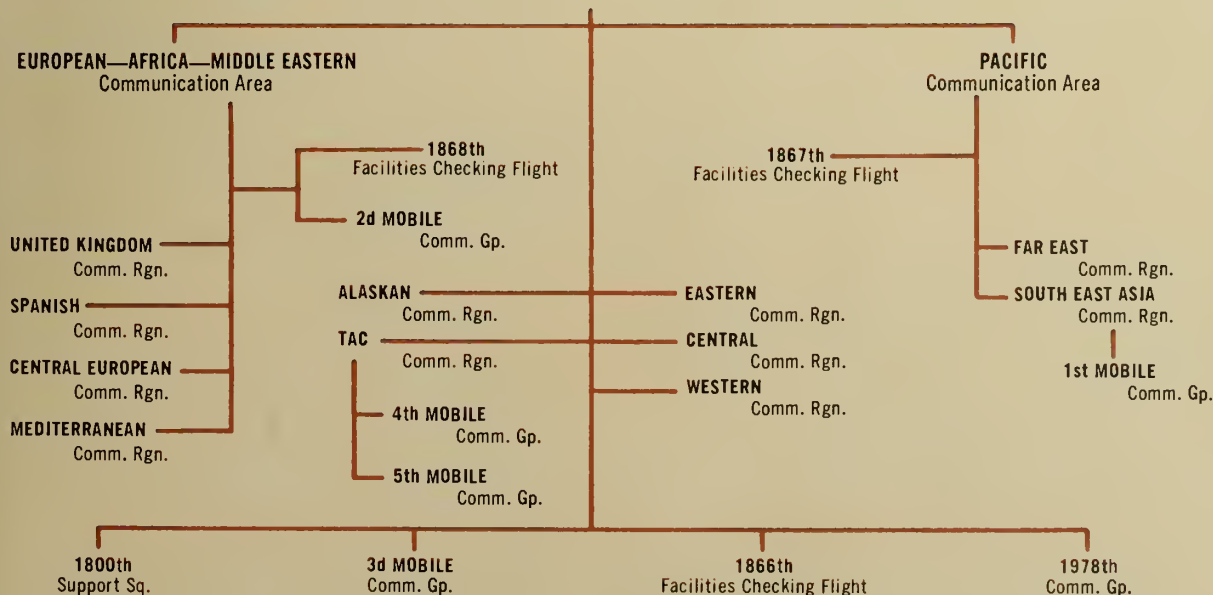
AFCS operates the five switching centers of the Department of Defense Automatic Digital Network (AUTODIN) and is responsible, on an interim basis, for management of the entire system. Basically this is a method of transposing information into punched card data processing format. It is the world's largest and most advanced digital communications system. Fully transistorized, it links more than 350 users, bases, supply depots, major air command headquarters and other members of our nation's defense team into a single network through high-speed data and teletype communications.

The general purpose of the network is to effect more efficient control of materiel, military weapon systems, and personnel. All major Air Force activities in the United States currently are able to exchange messages with industrial plants in this country as well as with overseas military installations. AUTODIN ultimately will be able to transmit any form of digital information, including graphics such as facsimile messages and weather maps.

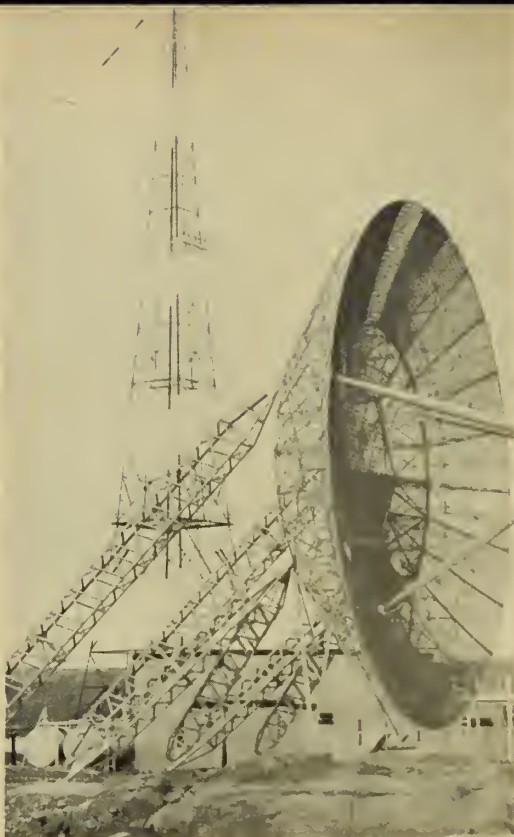
The heart of AUTODIN is its five switching centers, strategically located throughout the country. Each serves a specific geographical area tying together numerous tributary stations. The DOD has directed that AUTODIN be expanded to a nine switching center complex with the first of the new centers, at Hancock Field, New York, to be operational this fall. AFCS has the major role in AUTODIN expansion, having been delegated all Air Force responsibilities in this program.

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### HEADQUARTERS AIR FORCE COMMUNICATIONS SERVICE







*AFCS' Long Line Communications technicians employ tropo antennas—such as this standard and parabolic, dish shaped type—plus multiple receivers to link USAF bases in remote areas of the world.*



*An AFCS specialist of the Channel and Technical Control facility, Guam, analyzes circuitry on a monitor console to insure quality of communications.*

AFCS employs Tropospheric-Scatter communications networks to help link far-flung Air Force units. Technically named "Forward Propagation by Tropospheric Scatter," it is a radical method of beaming microwaves over the horizon. Simpler and less-costly than the previous radio carriers, tropo-scatter can span up to 400 miles per link—more than ten times the distance of the conventional systems. Tropo-scatter operates in the ultra-high frequency range where its broader band widths allow a much greater channel capacity than the older low, high, or very high frequency systems. Further, unlike LF, HF, and VHF, it is unaffected by atmospheric interference, magnetic storms or ionospheric disturbances. This affords around-the-clock reliability and high-quality reception comparable to a local telephone call.

Tropo stations are tailored to fit individual distances and terrain. Each station uses four receivers, two transmitters and various antennas—from the 30-foot parabolic style to 120-foot billboard types.

Tropo terminals also have been installed in air-transportable trailer vans for use as temporary or backup communications. In place, these mobile units can operate with the same efficiency as a complete station.

AFCS operates nearly 700,000 channel miles throughout the tropo-scatter network as part of the Defense Communications System.

### **Flight Facilities . . .**

Navigational Aids and Air Traffic Control services make up the flight facilities portion of the AFCS mission. Each contributes to the safety and regulation of flight; however, navigational aids do not require personnel to sustain them whereas the air traffic control systems depend on trained personnel to operate them.

AFCS' nearly 5,000 highly skilled controllers assure traffic control, safety of flight and military mission accomplishment through a worldwide system of 1,500 facilities.

Air traffic control functions include the operation point-to-point and ground-to-air radio stations, airdrome control towers and precision radar-control approach services. By reading an aircraft's range, azimuth and elevation on a radar scope, trained technicians are able to supply landing instructions to pilots whose visibility is obscured. Through these systems USAF pilots are able to effect successful landings in all types of aircraft under all weather conditions.

AFCS controllers work under extreme tension. There are approximately 5,000 assists each day, some involving emergency situations. One error could result in the loss of many lives and costly equipment.

During 1964, AFCS air traffic controllers were credited with "saving" 113 military and civilian aircraft. There were 371 persons, either passengers or crew members, on board the saved aircraft. Of the total, 99 military aircraft saved were valued at \$89,807,562. "Saves" are scored when controller's actions are extraordinary and paramount to the successful recovery of an aircraft.

AFCS controllers work closely with the Federal Aviation Agency to establish a suitable flying environment for military aircraft, commercial carriers and the private pilot. The complexities of air traffic control are compounded each year by the increasing number of aircraft and their rapidly changing flight characteristics, especially in regard to speed, operating altitudes and range. Consequently, technological improvements are continually being made in the Flight Facility environment.

As an example, the command's ground-controlled approach units have been modified, extending their search range to 30,000 feet and 40 miles. Similarly, search radar equipment



improved the Radar Approach Control Center system, extending its coverage to a radius of 60 miles and an altitude of 10,000 feet.

Service Evaluation is an essential phase of the Flight Facilities program. It measures the effectiveness of the command's ability to furnish the communications and air traffic control services necessary to launch, guide and recover manned aerospace weapons.

Three Facilities Checking Flights perform these functions. They are the 1866th, Scott AFB, Illinois; the 1867th, Clark AB, Philippine Islands; and the 1868th, Wiesbaden, Germany. Technicians, in specially equipped T-33 *JetStars* and C-140 *JetStars*, continually evaluate the fixed and mobile navigational aids and air traffic control facilities. Pilots on evaluation missions must be familiar with the equipment and procedures employed by the air traffic controllers. They also must be knowledgeable in flight characteristics of the latest combat aircraft. Part of the evaluation includes simulating flight characteristics of other aircraft and the responses of traffic controllers.

Service Evaluation crews must be expert in the operation of the complex electronic equipment installed in the aircraft in order to check, record and analyze the performance of such systems as the mobile Tactical Air Navigation (TAN) stations, Very High Frequency Omni-Directional Range (VOR) stations, Instrument Landing Systems (ILS), and marker beacon installations.

Another Flight Facility service is accomplished by AFCS's Central NOTAM Facility at Tinker AFB, Oklahoma. A NOTAM (Notice to Airmen) contains information about the establishment, condition, or change in any aeronautical facility, or any service, procedure, or hazard which could affect the safe and efficient operation of aircraft. The center unit rapidly collects and retransmits NOTAMS for all Air Force installation in the United States.

## Emergency Mission Support . . .

The Air Force must respond quickly to emergency situations anywhere in the world. Providing Emergency Mission Support (EMS) constitutes an important part of the AFCS program. This includes supporting war plans, contingency plans and emergencies; providing temporary facilities during training exercises; supporting requirements where fixed facilities are not yet in place; temporarily replacing damaged or destroyed facilities and meeting special USAF requirements.

The mobile communications capability is concentrated into five special EMS organizations, each serving its respective area: the 1st Mobile Communications Group, Clark AB, Philippine Islands; the 2nd Mobile Communications Group, Toul-Rosieres AB, France; the 3rd Mobile Communications Group, Tinker AFB, Oklahoma; the 4th Mobile Communications Group, Hunter AFB, Georgia, and the 5th Mobile Communications Group, Robins AFB, also located in Georgia.

These mobile groups, equipped with compact gear usually airlifted by the Military Air Transport Service, provide communications, air navigational aid and air traffic control support during crises and humanitarian missions.

Mobile communications group personnel are augmenting regular personnel in providing communications and air traffic control support in Southeast Asia. These EMS organizations have supported every major Air Force maneuver and emergency operation, and every major joint maneuver and exercise held since the activation of the command in 1961. These operations have involved mobile unit personnel in more than 500 deployed operations.

In addition, personnel from all of the CONUS mobile groups were sent to the Dominican Republic to provide navigational aids and air traffic control services for the

see next page



*The Flight Facilities portion of the AFCS mission is vital to flight safety and air traffic control of military and civilian aircraft. Personnel of the facilities checking units fly T-33s and C-140s to evaluate equipment and services.*

*Air traffic controllers at Yokota, Japan, reflect the tension which attends each of the myriad landings and takeoffs in which they and their counterparts play an active part throughout the year.*





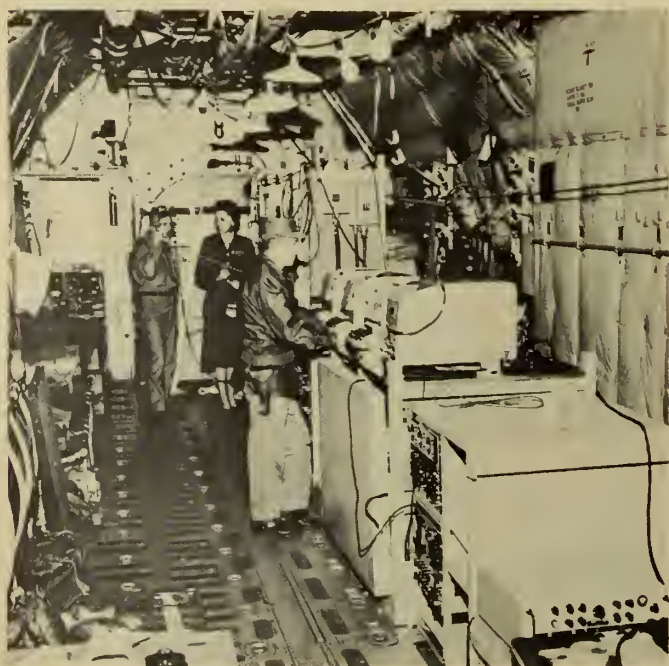


*Mobile communications and airlift capability are key factors in Emergency Mission Support. A mobile van is loaded aboard a C-124 to augment disaster relief operations. In addition to supporting Air Force humanitarian missions, AFCS mobile units are vital in meeting world crises.*

*Mobile communications specialists set up a portable control tower and antenna. These units also install navigational aids and provide a communications capability for advance elements of USAF responding to crises throughout the world.*



*"Talking Birds" are used by the Air Guard and active duty forces. They contain a maze of equipment capable of providing voice and teletype communications while in flight to any area of the world.*



massive air operation there and also to provide both local and long-range communications.

*Talking Birds* constitute another communications capability. These are aircraft carrying communications technicians and equipment which give commanders of contingency task forces the ability to communicate with a station of the AFCS global network.

*Talking Bird*, a complete communications package transported in C-130 aircraft, is the responsibility of detachments of the 2nd and 3rd Mobile Communications Groups. The systems are used to directly support TAC, U.S. Air Force in Europe and U.S. Strike Command missions.

A relatively new concept, *Talking Bird* was first used in combat situation during the Dominican Republic crisis. For three days a "Bird," which was operated by Detachment 1 of the 3rd Mobile Communications Group, served as the initial command post for U.S. operations in the Dominican Republic. Less than an hour after the team arrived at San Isidro air base, Santo Domingo, voice communication was established with the command post at Langley AFB, Virginia, where the headquarters for TAC is situated.



## Reserve Forces . . .

AFCS regards its Reserve Forces personnel as a vital part of the command's total mission resource. There are 7,600 Air Force Reserve and Air National Guard personnel for AFCS who would be the gaining command should these personnel be mobilized.

Three Air Force Reserve mobile communications squadrons and assigned detachments total 1,545 personnel. Two Air National Guard mobile communications squadrons and assigned flights total 1,032 personnel. Their mission is to install, operate and maintain mobile communications, air control and navigational aid facilities on a global basis as directed. Essentially, they work with the same gear and training exercises as they would when called to active status.

Four Air National Guard communications groups and assigned squadrons total 4,588 personnel. Their mission is to extend or restore AFCS segments of the Defense Communications System on a global basis.

The Air National Guard special communications squadrons will provide personnel augmentation for support of Headquarters USAF (rear), i.e., communications facilities such as communications centers, relay centers, cryptographic operations and related maintenance functions.

Additionally, 125 M-Day assignees are tasked to augment AFCS personnel in key positions throughout all of the command. By being trained in the positions they are assigned when mobilized, these personnel will be competent and capable of handling amplified workloads that may fall in their areas of assignment.

*Air Force Reservists operate the control tower at Scott AFB during a summer encampment. Reservists and Air Guardsmen augment AFCS on a global basis, installing, operating and maintaining mobile communications and flight facilities equipment.*



*ANG mobile communications units employ equipment such as this complex made up of transmitting and receiving vans to provide point-to-point and ground-to-air connections.*



*... Cuba, Viet-Nam, or the Dominican Republic—ANG's "Flying Bird" augmented active duty forces in each providing commanders communications capability.*



*The Air Force Communications Service has as its paramount purpose the full support of Air Force operations to assure maximum combat effectiveness. It seeks primarily to live up to the command motto—  
"Providing the Reins of Command."*



# Help Wanted

**LEGEND:** For officer grade identification, 0-6 stands for Col.; 0-5, Lt. Col.; 0-4, Maj.; 0-3, Capt.; and 0-2, 1st Lt. Where openings exist in the same Air Force Specialty Code for more than one grade, the lowest and highest grades are indicated. Example: 0-2/5 means there are openings for 1st lieutenant through lieutenant colonel. Airman; The AFSC identifies the job title. The letter "X" in AFSC 902X0 indicates openings in more than one grade. E-2 indicates A3C; E-3, A2C; E-4, A1C; E-5, SSgt.; E-6, TSgt.; E-7, MSgt.; E-8, SMSgt.; and E-9, CMSgt. Listed below are vacancies within Aeromedical Evacuation (AME) and Medical Service (MS) units and USAF Hospitals. Positions offer up to 48 paid drills, a 15-day annual tour of active duty, retirement points and possible promotion. Applicants should write to unit of choice giving full name, address, grade and AFSC.

## AFRes Vacancies . . .

| ALABAMA                   |        |             |       |
|---------------------------|--------|-------------|-------|
| Maxwell AFB, 523 MSFtl.   |        |             |       |
| Officer                   | Airman |             |       |
| AFSC Grade No.            |        |             |       |
| 9326 0-3/4                | 2      | 903X0 E-4/6 | 13    |
| 9356 0-4                  | 1      | 904X0 E-4/6 | 2     |
| 9754 0-2/4                | 4      |             |       |
| 542 MSFtl.                |        |             |       |
| Officer                   | Airman |             |       |
| AFSC Grade No.            |        |             |       |
| 9754 0-2/3                | 2      | 90252 E-4/5 | 8     |
| 9735 0-3                  | 1      | 904X0 E-4/6 | 2     |
| CALIFORNIA                |        |             |       |
| Beale AFB, 514 MSFtl.     |        |             |       |
| Officer                   | Airman |             |       |
| AFSC Grade No.            |        |             |       |
| 9326 0-3/4                | 2      | 903X0 E-6   | 3     |
| 9754 0-2/3                | 2      | 90570 E-6   | 1     |
| 9836 0-4                  | 1      |             |       |
| Edwards AFB, 456 MSFtl.   |        |             |       |
| Officer                   | Airman |             |       |
| AFSC Grade No.            |        |             |       |
| 9416 0-4                  | 1      | 90270 E-7   | 1     |
| 9735 0-3                  | 1      | 90470 E-6   | 1     |
| 9836 0-4                  | 1      |             |       |
| George AFB, 415 MSFtl.    |        |             |       |
| Officer                   | Airman |             |       |
| AFSC Grade No.            |        |             |       |
| 9735 0-2/3                | 1      | 90850 E-5   | 1     |
| 9754 0-2/3                | 1      | 90850 E-4   | 1     |
| 9836 0-4                  | 1      |             |       |
| Hamilton AFB, 545 MSFtl.  |        |             |       |
| Airman                    |        |             |       |
| AFSC Grade No.            |        |             |       |
| 40350 E-4                 | 1      | 907X0 E-3/6 | 2     |
| 902X0 E-3/6               | 3      | 90850 E-5   | 1     |
| McClellan AFB, 450 MSFtl. |        |             |       |
| Officer                   | Airman |             |       |
| AFSC Grade No.            |        |             |       |
| 9326 0-3/4                | 2      | 90270 E-7   | 1     |
| 9356 0-5                  | 1      | 90570 E-6   | 1     |
| 9754 0-2/3                | 2      |             |       |
| Mather AFB, 3 AMEGp.      |        |             |       |
| Officer                   | Airman |             |       |
| AFSC Grade No.            |        |             |       |
| 9025                      | 0-4    |             | No. 1 |
| 485 MSFtl.                |        |             |       |
| Officer                   | Airman |             |       |
| AFSC Grade No.            |        |             |       |
| 9326 0-3/4                | 2      | 90370 E-6   | 6     |
| 9416 0-4                  | 2      | 90470 E-6   | 1     |
| 9754 0-2/4                | 3      |             |       |
| Norton AFB, 42 MSSq.      |        |             |       |
| Officer                   | Airman |             |       |
| AFSC Grade No.            |        |             |       |
| 9025 0-2/3                | 2      | 622X0 E-5/7 | 9     |
| 9326 0-2/4                | 2      | 902X0 E-5/7 | 3     |
| 9416 0-2/4                | 2      | 906X0 E-5/7 | 2     |
| Travis AFB, 25 MSSq.      |        |             |       |
| Officer                   | Airman |             |       |
| AFSC Grade No.            |        |             |       |
| 9416 0-6                  | 1      | 902X0 E-4/7 | 3     |
| 9745 0-3                  | 2      | 906X0 E-5/7 | 4     |
| 9754 0-2/3                | 10     |             |       |
| 44 MSSq.                  |        |             |       |
| Officer                   | Airman |             |       |
| AFSC Grade No.            |        |             |       |
| 9326 0-3                  | 2      | 622X0 E-3/5 | 8     |
| 9356 0-4                  | 1      | 906X0 E-4/7 | 4     |
| 9745 0-3                  | 1      |             | 9     |

| COLORADO                         |        |             |    |
|----------------------------------|--------|-------------|----|
| Lowry AFB, 31 MSSq.              |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9754 0-2/3                       | 5      | 904X0 E-5/6 | 8  |
| 62250 E-5                        | 1      | 908X0 E-5/6 | 2  |
| USAF Academy, 413 MSFtl.         |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9326 0-3/4                       | 2      | 90650 E-5   | 1  |
| 9416 0-4                         | 1      |             |    |
| 90370 E-6                        | 1      |             |    |
| DELAWARE                         |        |             |    |
| Dover AFB, 459 MSFtl.            |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9326 0-4                         | 1      | 90252 E-4/5 | 5  |
| 9356 0-4/6                       | 2      | 903X0 E-4/6 | 2  |
| 9416 0-4                         | 2      |             |    |
| FLORIDA                          |        |             |    |
| Orlando AFB, 420 MSFtl.          |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9056 0-3                         | 1      | 90252 E-4/5 | 8  |
| 9326 0-3/4                       | 2      | 90470 E-6   | 3  |
| 9735 0-3                         | 1      |             | 1  |
| 421 MSFtl.                       |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9326 0-4                         | 1      | 90252 E-4/5 | 3  |
| 9356 0-4                         | 1      | 90470 E-6   | 1  |
| 9754 0-2/3                       | 1      |             |    |
| Patrick AFB, 453 MSFtl.          |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9016 0-4                         | 1      | 90252 E-4/5 | 2  |
| 9326 0-4                         | 1      | 90370 E-6   | 1  |
| 9754 0-2/3                       | 2      |             |    |
| Tyndall AFB, 432 MSFtl.          |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9326 0-4                         | 1      | 90252 E-4/5 | 4  |
| 9356 0-5                         | 1      | 90570 E-6   | 2  |
| 9735 0-3                         | 1      |             |    |
| GEORGIA                          |        |             |    |
| Moody AFB, 472 MSFtl.            |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9356 0-6                         | 1      | 90252 E-4/5 | 13 |
| 9416 0-4                         | 2      | 906X0 E-4/7 | 4  |
| 9754 0-2/4                       | 3      |             |    |
| Robins AFB, 446 MSFtl.           |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9056 0-3                         | 1      | 90252 E-4/5 | 3  |
| 9416 0-4                         | 1      | 903X0 E-4/6 | 2  |
| 9735 0-3                         | 1      |             |    |
| MASSACHUSETTS                    |        |             |    |
| L. G. Hanscom Fld., 401 MSFtl.   |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9416 0-4                         | 1      | 90850 E-5   | 1  |
| 9754 0-2/3                       | 1      |             |    |
| Otis AFB, 402 MSFtl.             |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9326 0-4                         | 1      | 906X0 E-4/6 | 2  |
| 9416 0-4                         | 1      | 98150 E-4/5 | 3  |
| 9745 0-3                         | 1      |             | 2  |
| HAWAII                           |        |             |    |
| Hickam AFB, 529 MSFtl.           |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9016 0-4                         | 1      | 90370 E-6   | 4  |
| 9326 0-3/4                       | 2      | 90470 E-6   | 1  |
| 9416 0-4                         | 1      | 90651 E-5   | 1  |
| 9735 0-3                         | 1      | 90570 E-6   | 1  |
| 9754 0-3                         | 2      | 906X0 E-3/7 | 2  |
| 9926 0-4                         | 1      | 90770 E-6   | 1  |
| Airman                           |        | 90850 E-5   | 1  |
| 90170 E-6                        | 1      | 98150 E-4   | 1  |
| ILLINOIS                         |        |             |    |
| Chanute AFB, 46 AMESq.           |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9035 0-3                         | 1      | 902X0 E-4/6 | 4  |
| 9754 0-3                         | 4      | 90631 E-3   | 1  |
| 481 MSFtl.                       |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9356 0-5                         | 1      | 90570 E-6   | 2  |
| 9735 0-3                         | 1      | 90770 E-6   | 1  |
| 9754 0-2/3                       | 2      |             |    |
| O'Hare IAP, 640 USAF Hospital    |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9725 0-2/4                       | 5      | 622X0 E-3/4 | 16 |
| 9745 0-2/4                       | 3      | 906X0 E-3/5 | 6  |
| 9754 0-2/4                       | 23     |             |    |
| SCOTT AFB, 52 MSSq.              |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9326 0-4                         | 2      | 90450 E-4   | 1  |
| 9416 0-4                         | 2      | 90650 E-5   | 1  |
| 9754 0-2/3                       | 3      |             |    |
| 426 MSFtl.                       |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9356 0-4                         | 1      | 90270 E-7   | 1  |
| 9416 0-4                         | 2      | 90670 E-7   | 1  |
| 9745 0-3                         | 1      |             |    |
| INDIANA                          |        |             |    |
| Bunker Hill AFB, 412 MSFtl.      |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9735 0-3                         | 1      | 90270 E-7   | 1  |
| 9754 0-2/3                       | 1      | 90670 E-7   | 1  |
| KANSAS                           |        |             |    |
| Forbes AFB, 512 MSFtl.           |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9326 0-3                         | 1      | 90250 E-4/5 | 10 |
| 9356 0-4/6                       | 2      | 906X0 E-5/7 | 2  |
| 9735 0-3                         | 1      |             |    |
| McConnell AFB, 467 MSFtl.        |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9326 0-3/4                       | 2      | 90252 E-4 5 | 2  |
| 9356 0-5                         | 1      | 90570 E-7   | 1  |
| 9754 0-2/3                       | 2      |             |    |
| LOUISIANA                        |        |             |    |
| Barksdale AFB, 38 MSSq.          |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9735 0-3                         | 2      | 903X0 E-4/6 | 14 |
| 9745 0-3                         | 1      | 904X0 E-5/7 | 3  |
| 9754 0-2/3                       | 10     | 906X0 E-4/7 | 3  |
| 9926 0-4                         | 1      |             |    |
| 425 MSFtl.                       |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9735 0-3                         | 1      | 902X0 E-4/6 | 4  |
| 9745 0-3                         | 1      | 90671 E-7   | 1  |
| 9836 0-4                         | 1      |             |    |
| England AFB, 466 MSFtl.          |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9735 0-3                         | 1      | 90252 E-4/5 | 2  |
| 9754 0-2/3                       | 1      | 90570 E-6   | 1  |
| 9926 0-4                         | 1      |             |    |
| MARYLAND                         |        |             |    |
| Baltimore, 22 MSSq. & 403 MSFtl. |        |             |    |
| Officer                          | Airman |             |    |
| AFSC Grade No.                   |        |             |    |
| 9025 0-2/3                       | 3      | 90370 E-6   | 21 |
| 9056 0-3                         | 1      | 90470 E-6   | 1  |
| 9735 0-3                         | 1      | 905X0 E-5/6 | 2  |
| 9754 0-2/3                       | 8      | 90671 E-7   | 1  |
| 9836 0-4                         | 2      | 90770 E-7   | 1  |
| 9926 0-4                         | 1      |             |    |

| MICHIGAN   |        |             |  |
|--|--------|-------------|--|
| Selfridge AFB, 436 MSFtl.  |        |             |  |
| Officer  | Airman |             |  |
| AFSC Grade No.   |        |             |  |
| 9735 0-3   | 1      | 90370 E-6   |  |
| 9754 0-2/3   | 2      | 90470 E-6   |  |
| Airman   |        |             |  |
| 90250 E-4/5  | 2      |             |  |
| MISSISSIPPI  |        |             |  |
| Columbus AFB, 493 MSFtl.   |        |             |  |
| Officer  | Airman |             |  |
| AFSC Grade No.   |        |             |  |
| 9016 0-4   | 1      | 90252 E-4/5 |  |
| 9326 0-3/4   | 2      | 90470 E-6   |  |
| 9735 0-3   | 1      |             |  |
| MISSOURI   |        |             |  |
| Richards-Gehaur AFB, 36 AMESq.   |        |             |  |
| Officer  | Airman |             |  |
| AFSC Grade No.   |        |             |  |
| 9754 0-3   | 12     | 64530 E-3   |  |
| Whiteman AFB, 510 MSFtl.   |        |             |  |
| Officer  | Airman |             |  |
| AFSC Grade No.   |        |             |  |
| 9016 0-4   | 1      | 90252 E-4/5 |  |
| 9326 0-3/4   | 2      | 906X0 E-5/7 |  |
| 9754 0-2/3   | 2      |             |  |
| NEBRASKA   |        |             |  |
| Offutt AFB, 507 MSFtl.   |        |             |  |
| Officer  | Airman |             |  |
| AFSC Grade No.   |        |             |  |
| 9326 0-3/4   | 2      | 90570 E-6   |  |
| 9735 0-3   | 1      | 90670 E-7   |  |
| 9754 0-3   | 1      | 90651 E-5   |  |
| NEW HAMPSHIRE  |        |             |  |
| Pease AFB, 487 MSFtl.  |        |             |  |
| Officer  | Airman |             |  |
| AFSC Grade No.   |        |             |  |
| 9326 0-4   | 1      | 90470 E-6   |  |
| 9735 0-3   | 1      | 90570 E-6   |  |
| 9754 0-2/3   | 1      |             |  |
| NEW JERSEY   |        |             |  |
| McGuire AFB, 33 MSSq.  |        |             |  |
| Officer  | Airman |             |  |
| AFSC Grade No.   |        |             |  |
| 9025 0-3   | 1      | 905X0 E-5/6 |  |
| 9326 0-4   | 1      | 907X0 E-5/6 |  |
| 9656 0-4   | 1      | 908X0 E-5/6 |  |
| KENTUCKY — WEST VIRGINIA   |        |             |  |
| An Air Force Academy Liaison Officer is urgently needed for Hazard-Jackson-Whitesburg area. Kentucky, and the Princeton-Bellevue-Hinton area in West Virginia. These are Part III Reserve vacancies for grades 0-3 through 0-6. Interested personnel should contact: Liaison Officer Coordinator, USAF Academy, P.O. Box 2097, Pikeville, Kentucky, 41501. |        |             |  |

| ANG Vacancies . . .   |  |  |  |
|---|--|--|--|
| NEW JERSEY  |  |  |  |
| McGuire AFB, 108 TFGp.  |  |  |  |
| This ADC unit has a critical need for Radar Interceptor officers. All 1564 and jet aircraft pilots. 7th squadron is assigned F-89J aircraft. Positions offer 48 unit training assemblies, 36 flying training periods, 15-days annual field training and minute runway alert. Send resume, qualifications to commander, 17 FTSq., ANG, Duluth MAP, Minn. |  |  |  |
| MINNESOTA   |  |  |  |
| Duluth MAP, 179 FTSq.   |  |  |  |





Maj. Gen. Dale Shafer Jr.

## PEOPLE in the NEWS



Maj. James C. Elliott



MSgt. Carl L. Depp

**Appointments:** Mr. John A. Lang Jr., administrative assistant to the Secretary of the Air Force, also to serve as acting assistant for Manpower, Personnel and Reserve Forces, replacing Mr. Benjamin W. Fridge. . . . Major General Dale Shafer Jr., deputy chief of staff, Ohio Air National Guard, succeeds Brigadier General Donald J. Strait, commander, 108th Tactical Fighter Wing, New Jersey ANG, as chairman of the Air Reserve Forces Policy Committee. Colonel Milton Mitler, AFRes, recalled for four-year tour as chief, liaison and information, Office Assistant Chief of Staff for Reserve Forces, Hq USAF. He replaces Colonel Harold Seeborg, retired, who goes to Pendleton, Oregon as a professor of students, Blue Mountain Community College.

**Reassignments:** Major General Kenneth P. Bergquist, commander, Air Force Communications Service (AFCS), and Brigadier General Robert B. Miller, commander, 817th Air Division, June 30. . . . General Walter C. Sweeney Jr., commander, Tactical Air Command (TAC); General Mark Bradley, commander, Air Force Logistics Command (AFLC); Lieutenant General Ralph P. Swofford Jr., commander, Air University (AU); and, Brigadier General Francis F. Chapman, assistant deputy chief of staff, Plans, Defense Command (ADC); all on July 31.

**Assignments:** General Gabriel P. Disosway, commander in chief, U.S. Air Forces in Europe (USAFE), to commander, 12th Air Force. . . . Promoted to general, concurrent with their assignments, were: Lieutenant General Bruce K. Holloman, deputy commander in chief, U.S. Strike Command (STRICOM), to commander in chief, USAFE. . . . Lieutenant General Kenneth B. Hobson, from vice commander, AFLC. . . . Advanced to lieutenant general and reassigned were: Major General John W. Carpenter III, assistant deputy chief of staff, Plans and Operations for Joint Chiefs of Staff Matters, Headquarters USAF, to commander, AU. . . . Major General Albert P. Clark, commander, 313th Air Division, Pacific Air Forces (PACAF), to vice commander, TAC. . . . Major General Lewis L. McDaniel, director of operations, AFLC, to vice commander, AFLC. . . . Major General Sam Maddux Jr., commander, 1st Air Force, to vice commander, PACAF. . . . and Major General Joseph H. Moore, commander, 2nd Air Division, PACAF, to additional duty as deputy commander, Air Operations, Military Assistance Command, South Vietnam.

Also in new posts, were: Lieutenant General Charles Vestover, vice commander, TAC, to vice commander, 12th Air Force. . . . Lieutenant General Henry Viccellio, vice commander, ADC, to deputy commander in chief, STRICOM. Major General Gordon T. Gould Jr., vice commander,

AFCS, to exchange posts with Major General J. Francis Taylor Jr., director of Command Control and Communications, Headquarters USAF.

**News makers:** Brigadier General Jack A. Gibbs, commander, Sixth Air Force Reserve Region, named 1965 *Aerospace Serviceman* by the Air Force Association of California. . . . Brigadier General Willard W. Millikan, commander, 113th Tactical Fighter Wing, D.C.-ANG, Andrews AFB, Maryland, and Major Gayle B. Gardner, chief of ANG's tactical operations and training section in the Pentagon, were awarded the *Legion of Merit* for their roles in last year's operation *Ready Go*. . . . Colonel Peter J. Agraftotis, M-Day assignee with the Office of the Secretary of the Air Force, is the first Air Force Reserve officer to receive the *Joint Service Commendation Medal* for services as administrator of a National Security seminar. . . . Lieutenant Colonel Barnett Zumoff, deputy commander, 903rd Tactical Hospital, McGuire AFB, New Jersey, selected *Air Force Reserve Flight Surgeon of the Year* by the Society of USAF Flight Surgeons. . . . Major James C. Elliott, chief, National Guard Bureau's office of public affairs, was picked as the top public information officer in the Air Force by the Aviation Space Writer's Association. . . . Five crewmen of the 459th Troop Carrier Wing, Andrews AFB, established a record at the Army's Jump School, Ft. Benning, Georgia, by dropping some 200 paratroopers within a circular error average of 55 yards of a drop zone, beating the previous record by about 33 yards. They were: Majors George Bowen Jr. and Paul Julian; Captain Myron Ocean; and Staff Sergeants William Oglesby and Alfonsas Briedrikis. . . . Lieutenant Colonel Harry W. Sanford, 167th Air Transport Group, Martinsburg Municipal Airport, West Virginia; Major Marion Wagner, 39th Air Transport Squadron, Dover AFB, Delaware; and Lieutenant Colonel Edward Noordyk, 48th Air Transport Squadron, Hickam AFB, Hawaii, were the first Air National Guardsmen to receive the Military Air Transport Service's lapel pin and citation, for completing over 15,000 hours of accident-free flying. . . . Master Sergeant Carl L. Depp, Air Reserve Technician loadmaster, 433rd Troop Carrier Wing, Kelly AFB, Texas, received the *Air Medal* and five Oak Leaf Clusters for meritorious achievement in aerial flight in Viet-Nam while on active duty as a loadmaster in 1963. . . . Master Sergeant Edmund Jensen, North Dakota Air Guardsman, established a National Reserve Rifle Marksmanship record. . . . William H. Miller and LeRoy D. Meiklejohn, Air Reserve Technician technical sergeant and staff sergeant of the 452nd Troop Carrier Wing, March AFB, California, recently received the *Civilian Award for Valor*, USAF's highest civilian decoration. The two flight line mechanics saved three of the unit's C-119s from fire last summer.



**AIR FORCE RESERVE:** Units honored at last months' Reserve Officers Association convention: . . . **a/** the 89th Air Terminal Sq., McGuire AFB, N.J. Maj. Jerome Waldor, unit comdr. (1), accepts ROA's "Outstanding Unit Award" from Brig. Gen. Donald Dawson, ROA president . . .



**RESERVE  
CAMERA**



**b/** the 938th Troop Carrier Cp., Hamilton AFB, Calif., as the outstanding flying unit. Unit Comdr., Lt. Col. James Nutley (1), receives "Loening Trop" from then CONAC Comdr., Lt. Gen. E. J. Timberlake. Individuals honored: General Timberlake; Maj. Gen. Roy T. Sessums, chairman, Air Reserve Forces Policy Committee; Lt. Col. Richard Schmelz, IO, 2nd Reserve Region and crews who flew missions to Viet-Nam.

**AIR NATIONAL GUARD** also was in the news . . . **c/** Texas Governor, John Connolly (seated) recently signed a bill providing free college tuition to dependent children of all Texas Army and Air Guardsmen killed in line of duty. Witnessing, (l-r) were: Maj. Gen. Thomas Bishop; CWO Leonard Tallas; and State Rep. John Traeger . . .



**d/** Brig. Gen. Robert Campbell, vice comdr., Calif.-ANG, receives a "Certificate of Appreciation" from Secretary of the Air Force, Eugene Zuckerman, for service with the Air Reserve Forces Policy Committee. Other ANG members cited were Brig. Gen. Donald Strait and Brig. Gen. Edward Fry. AFRes. committee members receiving certificates were: Brig. Gen. William Price and Col. Walter Dalton.

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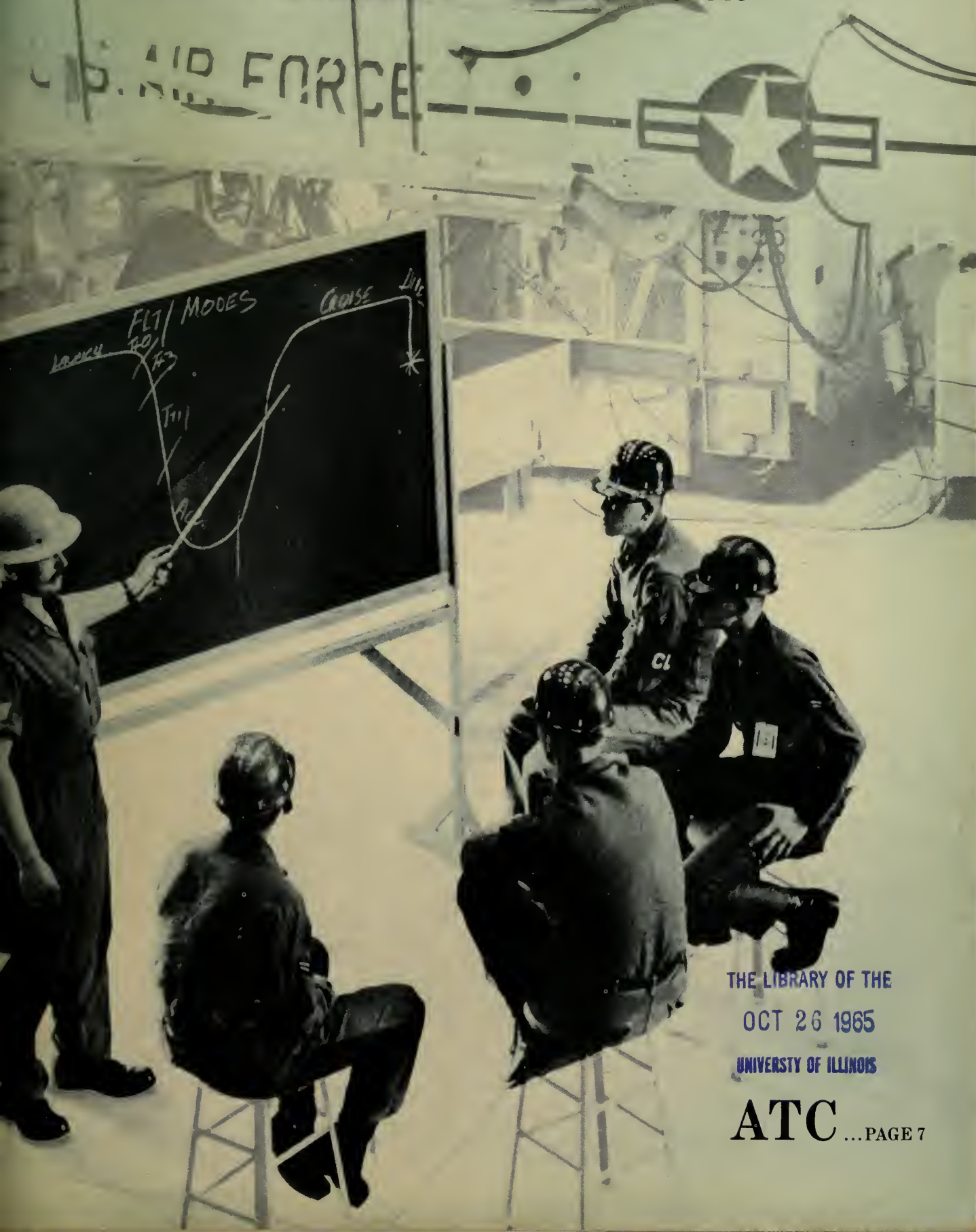
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AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

### General John P. McConnell

Chief of Staff, United States Air Force

### Maj. Gen. Curtis R. Low

Ass't Chief of Staff Reserve Forces, USAF

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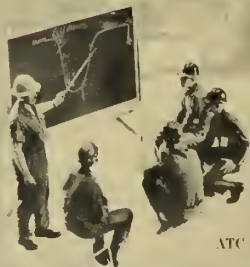
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R... stresses Air Training Command's vital role in "preparing the man" to meet USAF's myriad requirements in an era of sophisticated weapon systems. Depicted is a typical classroom scene at an ATC missile maintenance training center. Missile in background is "Hound Dog."



Gen. John P. McConnell, c/s, USAF, presents industry award to Mr. H. Romnes, AT&T pres., at AFA meeting. Observers (l-r): Maj. Gen. Curtis Low, asst. c/s for Reserve Forces; Maj. Gen. J. Stanley Holtoner, vice comd CONAC and Dr. Theodore C. Marrs, deputy for Reserve/ROTC Affairs.

### New Programs . . .

The Air Force has announced plans to activate 20 new Air Force Reserve units by the summer of 1966 to augment the Military Air Transport Service (MATS) and the Air Force Logistics Command (AFLC). Also announced was a new concept of specialty training for individual Reservists.

These decisions result from personal efforts by former Secretary of the Air Force Eugene M. Zuckert to identify new and better ways for the Air Reserve Forces to provide needed augmentation to the active Air Force.

Six mobile enroute support squadrons will furnish overseas terminal services for MATS. Each will be authorized 16 officers and 149 airmen. They will be at MATS port facilities: two at McChord AFB, Washington; two at Travis AFB, California; and one each at McGuire AFB, New Jersey and Charleston AFB, South Carolina.

AFLC will gain seven mobile maintenance squadrons, each with a supply support squadron. These units will provide overseas depot level maintenance capability during contingency or limited war situations. Authorized strength of maintenance units will be four officers and 95 to 122 airmen. Each of the supply units will have one officer and 38 airmen. They will be at AFLC depots: two each at McClellan AFB, California, and one each at Robins AFB, Georgia; Hill AFB, Utah; Kelly AFB, Texas; Tinker AFB, Oklahoma; and Wright-Patterson AFB, Ohio.

All of these units will be under the peacetime command of Continental Air Command and will be authorized 48 paid inactive duty training periods and 15 days annual active duty for training.

The test phase of the specialty training concept will involve eight specialty training squadrons and 27 flights at 14 locations. Squadron headquarters and flights will be organized November 1, 1965. Training begins January 1.

Each flight will consist of 10 to 15 individuals and will train within a specialty or related group of specialties. A member of a flight must possess Air Force specialty in which that flight trains. All Ready Reservists are eligible provided they can be matched against identified grade and skill requirements of the active Air Force.

Training will consist of non-paid active duty training within flights on a 12 to 15 day annual tour of duty for training. Between January 1 and June 30, 1966, each flight will conduct a minimum of 15 inactive duty training periods of which 12 will be devoted to specialty (classroom, proficiency, or on-the-job) training. Active duty for training will be on an individual basis at Air Force stations near the homes of Reservists.

Present Air Reserve squadrons of less than 10 members will be discontinued. Members of these units may be attached for training to the nearest main flight or squadron.

Locations of the specialty training flights are: New York City, (communications, development engineering, transportation); Bolling AFB, D.C. (security/law enforcement/special investigations, data systems/statistics, finance and command/staff/management); Harrisburg, Pennsylvania, (education and training); Dobbins AFB, Georgia, (aircraft maintenance); Charlotte, North Carolina, (administration and education and training); Carswell AFB, Texas, (aircraft maintenance); Ellington AFB, Texas, (civil engineering, finance and education and training); New Orleans, (supply); Selfridge AFB, Michigan, (communications, development engineering, and civil engineering); Champaign, (administration and personnel); Los Angeles, (security/law enforcement/special investigations, personnel, and education and training); Fort Meade, California, (communications and development engineering); and Mather AFB, California, (civil engineering).



A complete listing of the 81 Air Reserve Squadrons to be discontinued follows below:

| ADRON NO. | LOCATION                  |
|-----------|---------------------------|
| 0         | Bangor, Me.               |
| 8         | Lewiston, Me.             |
| 7         | Claremont, N.H.           |
| 5         | Webster, Mass.            |
| 1         | Gardner, Mass.            |
| 7         | Watertown, N.Y.           |
| 8         | Ogdensburg, N.Y.          |
| 6         | Rutland, Vt.              |
| 5         | Lexington, Ky.            |
| 0         | Owensboro, Ky.            |
| 9         | Columbus, Ohio            |
| 4         | Canton, Ohio              |
| 9         | Canton, Ohio              |
| 2         | Dayton, Ohio              |
| 5         | Independence, Ohio        |
| 3         | Independence, Ohio        |
| 2         | Lima, Ohio                |
| 1         | Mansfield, Ohio           |
| 2         | Toledo, Ohio              |
| 0         | Johnstown, Pa.            |
| 5         | Butler, Pa.               |
| 1         | Uniontown, Pa.            |
| 4         | Washington, Pa.           |
| 8         | Sunbury, Pa.              |
| 3         | Williamsport, Pa.         |
| 0         | Philadelphia, Pa.         |
| 0         | York, Pa.                 |
| 4         | New Cumberland, Pa.       |
| 3         | Conshohocken, Pa.         |
| 1         | Greensburg, Pa.           |
| 1         | Hagerstown, Md.           |
| 5         | Abingdon, Va.             |
| 4         | Fishersville, Va.         |
| 5         | Langley AFB, Va.          |
| 0         | Winchester, Va.           |
| 1         | Clarksburg, W. Va.        |
| 2         | Huntington, W. Va.        |
| 6         | Wheeling, W. Va.          |
| 6         | Guin, Ala.                |
| 1         | South Sheffield, Ala.     |
| 6         | Ft. Lauderdale, Fla.      |
| 3         | West Palm Beach, Fla.     |
| 7         | Columbus, Ga.             |
| 4         | Moultrie, Ga.             |
| 8         | Greensboro, N.C.          |
| 8         | High Point, N.C.          |
| 9         | Kinston, N.C.             |
| 6         | Raleigh-Durham Aprt, N.C. |
| 1         | Rocky Mount, N.C.         |
| 7         | Wilmington, N.C.          |
| 7         | Winston-Salem, N.C.       |
| 1         | Johnson City, Tenn.       |
| 2         | Newberry, S.C.            |
| 4         | Lake Charles, La.         |
| 2         | Santa Fe, N.M.            |
| 4         | Paris, Tex.               |
| 4         | Lufkin, Tex.              |
| 6         | Laughlin AFB, Tex.        |
| 6         | Muncie, Ind.              |
| 9         | Dodge City, Kans.         |
| 5         | Rochester, Minn.          |
| 9         | St. Joseph, Miss.         |
| 0         | Alton, Ill.               |
| 9         | Bismarck, N.D.            |
| 2         | Fargo, N.D.               |
| 3         | Aberdeen, S.D.            |
| 0         | Rapid City, S.D.          |
| 3         | Green Bay, Wis.           |
| 7         | La Crosse, Wis.           |
| 1         | Oshkosh, Wis.             |
| 3         | Las Vegas, Nev.           |
| 1         | Chico, Calif.             |
| 9         | Stockton, Calif.          |
| 3         | Monterey, Calif.          |
| 6         | San Bruno, Calif.         |
| 5         | San Leandro, Calif.       |
| 8         | Norton AFB, Calif.        |
| 1         | Pomona, Calif.            |
| 4         | Hamilton, AFB, Calif.     |
| 4         | West Provo, Utah          |
| 9         | Tacoma, Wash.             |

#### AFA fall meeting . . .

"Only with . . . positive employer support can we maintain the *Ready Now* Air Reserve Forces which the nation's protection and welfare demand."

This position was stressed by General John P. McConnell, Air Force chief of staff, at an Air Force Association (AFA) luncheon honoring about 500 leaders of business and industry. The general then presented the first *USAF Award for Outstanding Support of the Air Reserve Forces*. It went to the American Telephone and Telegraph Co., represented by its president, Mr. H. I. Romnes.

The award honors those civilian employers supporting and encouraging the participation of Air National Guardsmen and Air Force Reservists in the Air Reserve Forces program.

The AFA meeting was held in Washington, D. C., September 15-17.

In conjunction with the AFA meeting, a commanders conference was conducted for members of the Air Force Reserve. Major General J. Stanley Holtoner, vice commander, Continental Air Command (CONAC) greeted participants for Lieutenant General Cecil H. Childre, CONAC commander, who was unable to attend because of illness. However, in a message to conferees he stated, "We have a clear mandate, to achieve increased readiness through increased manning and training . . . and . . . supporting a great variety of increasing active establishment day-to-day operational requirements. . . . We have clearly received a green light for planning and carrying out our basic but many-faceted mission—to provide additional muscle to our nation's total military posture in this time of increasing international tension. . . ."

#### Reservists aid hurricane victims . . .

The fury of *Hurricane Betsy* brought death and devastation to large sections of Southeastern United States in September. Damage, estimated at over a billion dollars, was sufficient for President Lyndon B. Johnson to declare Florida and Louisiana major disaster areas.

The Air Reserve Forces provided immediate support to residents of stricken communities. Thirteen Air Force Reserve troop carrier wings flew 138 humanitarian airlift missions during the period September 11-15. The airlift capability of these units was employed to bring vital emergency supplies, equipment and personnel into the New Orleans vicinity. They airlifted 520 passengers and more than 546 tons of cargo.

Air National Guard's 118th Air Transport Wing, Nashville, Tennessee, flew three C-97 missions in support of

the disaster relief operations. All of the Air Guard's Communication Maintenance and Ground Electronics Engineering Installation Agency (GEEIA) units in Louisiana were activated and provided emergency communications support and ground transportation for residents. Five ANG Air Technicians from the 232nd Mobile Communications Flight, Montgomery, Alabama, set up an emergency communications system in the New Orleans area where an estimated 350,000 telephones were rendered inoperative by the storm.

#### Briefly . . .

A C-119 of the 403rd Troop Carrier Wing, Selfridge AFB, Michigan, recently airlifted two tons of baby food and 200 pounds of vitamins destined for the Cabral Children's Hospital, San Isidro, Dominican Republic to Charleston, North Carolina. At Charleston, the cargo was transferred to a MATS aircraft which flew it to San Isidro. The food and vitamins were donated by World Medical Relief, Inc. of Detroit.

The 148th Fighter Group, Duluth, Minnesota, recently became the first ANG unit to earn the *USAF Missile Safety Award*. The group was judged as the ANG unit making the most outstanding achievement in missile accident prevention during 1964. The 148th flies F-89J interceptors armed with nuclear warhead rockets.

The Colorado Air National Guard's 140th Tactical Fighter Group, Buckley ANG Base, Denver was awarded the *Air Force Flying Safety Plaque* September 12. The unit which flies F-100C jet fighters recorded more than 6,000 accident-free flying hours in 1964.

A *Certificate of Appreciation for Outstanding Contribution to Community Relations* was presented in August to the 349th Troop Carrier Group, Hamilton AFB, California.

The award was given by the 12th Air Force during the TAC Commander's Conference at Forbes AFB, Kansas in recognition of the unit's service during the Northern California flood disaster.

They also received the 12th AF's safety award for flying over 110,000 accident-free hours in C-119s.

The 138th Aircraft Warning & Control Squadron, Greeley ANG Station, Colorado was recently presented the *ADC "A" Award* for sustained superior performance. It was the first ANG non-flying unit to win the award. The 138th is assigned to the Sioux City Air Defense Sector covering the Denver area.



# RESERVISTS fill

## vital roles with the

### Major Air Commands

by Major Harvey L. T. Frost  
Mobilization Assignee,  
Office of Information, CONAC

THE inventory of Air Force Reserve specialists is being tapped heavily in these days of unrest around the globe. No longer can missions assigned to units and individuals be categorized as training alone. The difference now is that while Reservists train a by-product is produced which tangibly contributes to the defense posture of the nation. These Reservists are "doing" a job in contribution to the overall effort of major air commands.

In the year ending August 28, Air Force Reservists airlifted cargo over 19 million ton miles and flew more than 11 million passenger miles. From July 1 to August 28, Reservists have airlifted cargo 2,357,384 ton miles and flown 6,661,497 passenger miles.

Each day 18 Reserve aircraft, C-119s and C-123s, airlift cargo to overseas destinations and within continental U. S. in support of the Military Air Transport Service (MATS). Other Reservists, flying C-124s, have completed some 160 overwater training missions over MATS global routes airlifting cargo 11,898,963 ton miles to such places as the Republic of Viet-Nam, Japan, Thailand, and the Philippines.

The Tactical Air Command also receives daily airlift support as five C-119s transport cargo and passengers to points within the U. S. and overseas.

In addition to the Reserve's airlift capability, its non-flying units make a major contribution to the Air Force. Among these are the seldom publicized air terminal squadrons.

Two Reserve air terminal squadrons recently have been on-station at Travis AFB, California, and at Hickam AFB,

*Editor's Note: Following receipt of Major Frost's article, we learned of another air terminal squadron making a significant contribution to MATS. The 84th, with headquarters at Greenville, South Carolina, and commanded by Major Ernest L. Walker, also spent its summer training tour at Hickam AFB. At the conclusion of the encampment, General Howell M. Estes Jr., commander, MATS, presented the 84th an award as the outstanding air terminal squadron during Fiscal Year 1965, among those of the command's Eastern Transport Air Force (EASTAF—Eastern U.S., Europe and the Middle East). The General praised the Reservists for their professional support during a period of peak workload. During their tour at Hickam, the 100 members of the 84th augmented the 1502nd Aerial Port Squadron in all phases of air terminal operations.*



Maj. Thomas Freeman (r) and Capt. Francis E. Turner, revise 85th ATerm Sq. schedules to cope with Travis AFB cargo crisis. The unit recently received an ROA certificate for performance.

Hawaii, for two-week tours, working alongside counterparts in MATS.

The 85th Air Terminal Squadron, L. G. Hanscom Field, Massachusetts, and the 89th Air Terminal Squadron, McGuire AFB, New Jersey, are crack units with specialties sharpened by constant practice. Both completed their tour with the plaudits of the Regulars ringing in their ears.

Their contributions during the supply buildup in Southeast Asia brought expressions of appreciation from many sources. Brigadier General James W. Chapman Jr., commander of the 1501st Air Transport Wing at Travis sent a message to the 85th which read in part, "I wish to convey my appreciation for the outstanding job performed by the 85th. The fine spirit of cooperation, dedication to duty, and professional performance consistently exhibited by all officers, NCOs, and airmen of the 85th, attest to the high unit and operational readiness."

Lieutenant Colonel Thomas Hartwig, commander of the 1501st Aerial Port Squadron, also at Travis, stated flatly, "We couldn't have made it without the 85th Air Terminal Squadron this past weekend." He referred to the week of July 10 when his unit was notified that an additional fifteen C-124s were inbound for loading with top priority cargoes and dispatch on transpacific flight paths within a 24-hour period. This job had to be accomplished in addition to the normal 300-ton daily workload.

The 85th, commanded by Major Thomas Freeman, alerted to the priority assignment at 3.30 p.m., just as the shift of the "Hanscom Hustlers," as they call themselves, was about to go off duty for the weekend. A quick shuffling of duty rosters and every officer and airman stayed on the job with their MATS counterparts until it was done. The Pacific airways were again filled with C-124s and the vitally needed cargoes.

Captain Jack Beesley, the officer in charge of the 1501st Freight Control unit, working alongside the 85th's Captain Francis E. Turner, Harry W. Wilkie, and Master Sergeant Allen Haws, said, "I could have turned the whole freight operation over to those people. The Reserve crews gave us the bench strength we seldom have when a crisis develops. They are professionals in every sense of the word."

The record of the 85th while at Travis, the world's largest and busiest MATS port, would tend to confirm the "professional" accolade. Just six hours after their arrival at Travis, following a two-stage, cross-country journey in C-119s, the "Hustlers" were at work on the midnight shift.

Prearranged schedules, drafted by Major Freeman,



ff and the 1501st project officer, Captain Jonnie Roberts, submitted the easy assimilation of Reserve strength into the active duty MATS work force. Every department of the 1501st had its 85th assignees. The "Hustlers" operated in passenger service, fleet service, traffic control, air freight control, protocol, and other air terminal services in their contribution to the function of the MATS operation.

At another point along the Pacific supply line, the 89th Air Terminal Squadron, commanded by Major Jerome L. Aldor, blended its strength into MAT's 1502nd Aerial Port Squadron at Hickam AFB. The 89th was named the *Outstanding Air Terminal Squadron for 1964* by the Reserve Officers Association during its convention last June. Based at McGuire AFB, the 89th was airlifted to Hickam in C-124s and after a 25-hour flight worked its first shift at 12 hours after landing. During its tour, the 89th also had an opportunity to help save the day. Following the big crash at Travis, the same situation was laid on the 1502nd. The unit's commander, Lieutenant Colonel Harry McKenzie, called on the Reservists, Sunday, July 11th.

Forsaking off-duty passes, they assisted in on-loading and off-loading over 200 tons of freight. During its stay at Hickam, the 89th participated in processing 322,000 pounds of mail, on and off-loading 3,650,000 pounds of warehoused freight, and 408,000 pounds of special handling freight. They put in 228 extra duty hours during their tour.

At a farewell ceremony, Colonel McKenzie referred to the 89th's augmentation capability saying, "You people have given us the kind of help in tight spots that commanders everywhere would cut their wrists to get. We thank you more than the mere words can state the case."

The blending of Air Force Reserve talent with the active duty forces also is prominent among MATS' giant aircraft along its global routes.

Reserve participation is more than considerable in present day operations. Typical Reservists flying MATS missions:

Major Richard Fuller—crop duster, charter pilot, and salesman in San Antonio, Texas, is assigned to the 77th Troop Carrier Squadron, Carswell AFB, Fort Worth. Since the first of the year, he has flown nearly 500 hours in C-124s over oceans, continents and into remote areas of the world. . . . Captains Richard A. Trast and Jack L. Thomas of the 442nd Troop Carrier Wing at Richards-Gebaur AFB, Missouri. Captain Trast takes time off from his professional duties as vice-president of Shawnee Mission, Kansas, East School, and Captain Thomas closes his grocery store in the resort area of the Lake of the Ozarks when the call comes. Each has nearly 300 hours in C-124s since January 1.

An extensive system of checks and evaluations on each individual specialty assures continued competence in the Reserve aircrews, especially those assigned global missions. These citizen-airmen work flawlessly as teams on their MATS missions.

The professional competence and esprit de corps of Air Reservists everywhere was in evidence among the aircrews and air terminal personnel this observer encountered in the Pacific. The Air Reserve concept is obviously one of the finest programs yet devised to enable the Air Force Reservist to fulfill his true role of continuous support of the regular establishment in times of stress. Traveling the airways and ground installations enroute to Viet-Nam and other troubled areas in which U. S. Armed Forces are involved, one finds the Air Reservist ready, willing and able to do his bit—and perhaps a little more.

*airlift capability, passenger service and cargo handling are vital functions accomplished by Reservists in support of MATS. Examples:*

► Maj. Richard Fuller, a C-124 pilot of the 512th TCWg., begins transpacific airlift mission along MATS global routes.



*Reservists of the 85th ATermSq. process passengers and personal baggage while training with MATS counterparts at Travis AFB during summer encampment. ► (l-r) men Nelson Loudon, David Bury, Robert Mendez, Clifford DeLoach, loadmasters of the 89th ATermSq., moved vital cargo to Southeast Asia during training tour at Hickam AFB.*





# Civil Air Patrol builds

*future through flying  
encampments . . . IACE  
program . . . scholarships.*

## *First flying encampment . . .*

Colonel Francis Gabreski, the country's top living ace, pinned pilot wings on 10 Civil Air Patrol cadets who had completed CAPs powered flight course at Elmira, New York, on August 14. Another eight cadets won wings as private glider pilots. The ceremony concluded CAP's first Cadet Flying Encampment in its 23-year history. Financed by CAP funds, the four-week encampment featured training in private pilot, private glider pilot, and sailplane orientation courses. The program attracted cadets from throughout the nation and promises to grow steadily in the coming years.

CAP expects to motivate many qualified youths toward careers in aviation through Flying Encampments.

## *1965 IACE . . .*

Twenty-one nations of the Free World joined in making the 18th International Air Cadet Exchange (IACE) one of the most successful ever under-

taken. The program was concluded on August 11. It was sponsored by the Civil Air Patrol in conjunction with the U. S. Air Force and involved the exchange of 283 air-minded young men accompanied by 66 adult escorts.

The IACE is designed to foster international understanding, goodwill and fellowship among the youth of the Free World. CAP cadets and their foreign counterparts are selected for their extraordinary leadership, character, academic achievements and good citizenship merits.

Some 138 American CAP cadets, representing the 50 states, the District of Columbia and Puerto Rico, traveled overseas this summer to their host countries in Europe and Latin America. At the same time 145 foreign cadets and their escorts arrived in the U.S. for a three-week visit to New York, Washington and 21 host states.

Highlight of the foreign cadets visit to this country took place, appropriately enough, in the nation's capital where they had the opportunity to meet with Vice President Hubert H. Humphrey twice during the same day. The first meeting took place as scheduled August 10 on the Capitol steps where the Vice President was presented with a Certificate of Appreciation for his wholehearted support of the exchange program over the past decade by Colonel Joe L. Mason, USAF, CAP national commander, and Colonel Paul W. Turner, CAP, national board chairman.

Then in a surprise visit to the International Air Cadet Dinner sponsored

by Pan American World Airways in local hotel the cadets met the Vice President for the second time and heard him read a personal message from President Lyndon B. Johnson, who was confident that "this brief sharing in the family life of your hosts has been a mutually rewarding experience."

Throughout their three-week stay in the U.S., the international youths enjoyed the hospitality and sightseeing opportunities of New York City and were feted by CAP wings in their host states.

Cadets visiting in Virginia, for instance, saw historic Jamestown and met several native American Indians there. In Delaware, cadets from the Netherlands literally reopened the pages of history as guests of the Lewes Historical Society which presented a play depicting an attempted settlement by the Dutch at Zwaanendael (Lewes) in 1631. In other host states the cadets attended old-fashioned picnics, barbecues and clam bakes, watched rodeos in western attire and generally observed their American hosts in every aspect of daily living.

In addition to meeting with the Vice President when they reassembled in Washington, D.C., for the final phase of their visit, the cadets attended the International Dinner-Dance at Bolling AFB, met with leading Federal Aviation Agency officials, visited the White House, and were addressed by Robert Lester L. Wolff, D.-N.Y., Sen. Daniel Inouye, D.-Hawaii, and General Lawrence S. Kuter, USAF (Ret.), former commander in chief of the North American Air Defense Command, who is now vice president of Pan American Airways.

## *Scholarships . . .*

Twenty-six members of CAP will receive academic scholarships this year amounting to \$17,200.

Awarded annually by CAP's scholarship committee, the awards range from \$200 to \$1,000. They are provided for undergraduate, advanced undergraduate and workshop study, in such aerospace-related fields as science, engineering and the humanities.

◀ Vice President Hubert H. Humphrey, (r) signs autographs for visiting international air cadets and their escorts during a meeting at the Capitol, August 10. Shown with them are Col. Joe L. Mason, USAF, CAP national commander, and Col. Paul W. Turner, CAP national board chairman.





# The Air Training Command prepares the man — our most important commodity.

*"As technology advances, the future role of ATC promises to assume even more importance."*



▲ For ATC, enlistment ends recruiting, begins training mission.

THE Air Training Command conducts the largest school system in the world. The task of recruiting and training personnel to meet the increasing demands of USAF is monumental. Since it became a major command of the Air Force on September 1947, it has trained more than 100,000 men. This figure includes practically every member of the Air Force Reserve Forces. Reservists receive basic, technical (resident and mobile) and flying training. The Air National Guard and Air Force Reserve depend heavily upon ATC's instructional facilities to qualify members in a particular Air Force specialty—often a determining factor in the over-all operational readiness rating a unit receives. In addition to being charged with meeting the training requirements in

the Air Force, ATC also is responsible for recruiting officers, officer trainees and airmen. Each year over 400,000 Air Force personnel are trained by the command. Additionally, 100,000 new replacements must be provided annually by its recruiting service.

ATC's organization includes a headquarters at Randolph AFB, Texas; 18 training bases in the United States; and 195 field and mobile training detachments at bases around the world. About 115,000 military personnel, including trainees, and over 20,000 civilians are on duty with ATC.

## Recruiting

The USAF Recruiting Service is a major component of ATC. Its mission is to maintain the Air Force's personnel strength. The Recruiting Service headquarters is at Randolph. There are seven USAF Recruiting Groups strategically located throughout the United States. They are the 3501st, Stewart AFB, New York; 3502nd, Olmsted AFB, Pennsylvania; 3503rd, Robins AFB, Georgia; 3504th, Lackland AFB, Texas; 3505th, Chanute AFB, Illinois; 3506th, Mather AFB, California and the 3507th at Lincoln

AFB, Nebraska. In addition, there are 46 detachments assigned to the groups and 756 recruiting offices scattered across the nation.

The bulk of the Recruiting Service's strength is composed of volunteers selected from the Air Force's noncommissioned officer ranks. After being chosen on the basis of capability, they complete a concentrated eight-weeks course before being assigned to a recruiting office.

To reach the annual 100,000 replacement figure, recruiters must interview almost a million prospects. About one out of seven applicants meets the criteria for enlistment.

## Training

The training mission of ATC covers three primary areas: military, technical and flying. Some 14,000 instructors teach more than 2,300 courses.

Basic military training is given to about 100,000 airmen and 5,500 officers each year. Chaplains and members of the legal and medical professions also receive instructions in the fundamentals of military life.

Technical training in nonrated specialties is given to more than 116,000 students each year. There are 951 such resident courses. ATC also trains approximately 300,000 students per year at mobile and field training detachments in the U.S. and overseas.

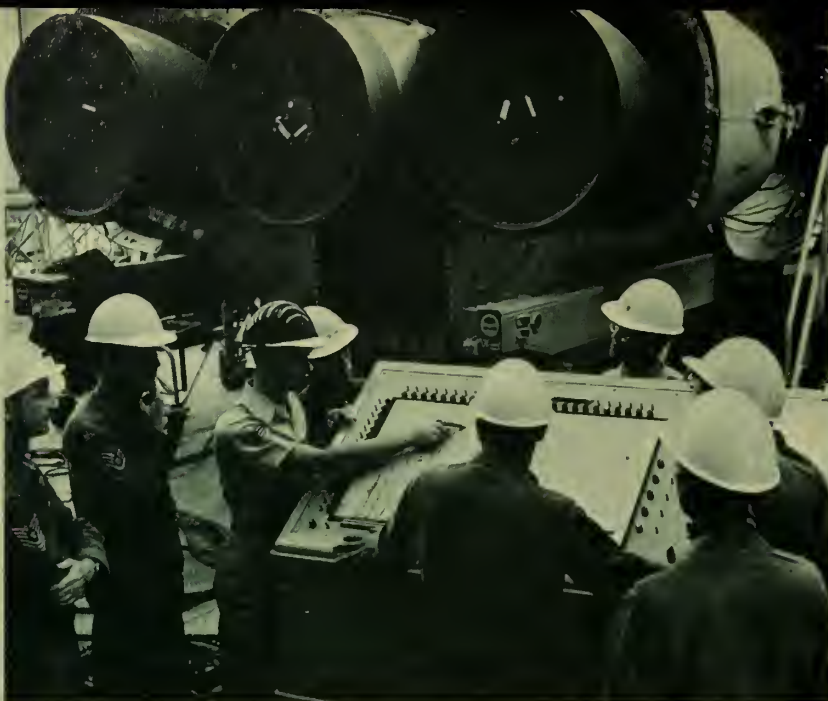
Flying training was given to 1,700 active duty students and 126 Air Guardsmen during fiscal year 1965. This figure is expected to increase to 2,760 by fiscal year 1967. In addition, an average of 800 USAF navigators

see NEXT page



◀ All active duty and Reserve enlistees with no prior service receive basic instruction and career counseling at Lackland AFB.





*"...the Air Training Command paces its program to meet the challenge of our dynamic and fascinating aerospace age."*

Students learn electrical system of the "Atlas" ICBM under the technical training program. Missile maintenance is one of many vital ATC courses.

from page 7

are trained annually. Seventy-two Air Guardsmen became navigators through ATC schooling during FY '65.

#### Basic Training

At Lackland AFB, all enlistees must attend the Basic Military School. The number of male recruits varies monthly from 4,500 to 15,000 depending upon USAF requirements. As many as 2,300 members of the Air Reserve Forces receive basic training monthly. About 2,000 young women complete a standard initial training program at Lackland each year.

Basic training stresses teamwork and group living, physical fitness and the customs and courtesies of the Air Force. The Air Force assigns each recruit to the most suitable occupational slot of a career field. This is based on testing, personal observation by the recruit's training instructor and other special teachers and career counseling by experienced specialists.

Approximately 65 per cent of the graduates of basic training attend a technical school to learn the fundamentals of career fields such as electronics, mechanics or weaponry. The other 35 per cent are assigned directly to Air Force bases for on-the-job training in specific career fields.

The Officer Training School (OTS) at Lackland offers an intensive three-month basic military training program for college graduates. About 5,000 were commissioned last year. Under the Airman Education and Commissioning Program, enlisted men earning college degrees may qualify for OTS.

#### Technical Training

ATC provides technical instruction for the majority of airmen completing basic training. The command has five centers offering primary and advanced work in all nonrated specialties. Each year, over 100,000 airmen complete one or more of the 951 resident courses offered at these bases. During 1964, the average monthly student load at the technical training centers was 30,000 and in fiscal year 1965, almost 3,000 Reservists and 6,524 Air Guardsmen attended.

The centers and some of the courses they offer are: Keesler AFB, Mississippi—electronics, air traffic control, missile guidance systems, radio and radar systems and communications operations. Sheppard AFB, Texas—conventional aircraft mechanics, helicopter mechanics, data processing, transportation and *Atlas* and *Titan* (including *Titan III*) missiles. Chanute AFB, Illinois—advanced aircraft mechanic specialists, motorized equipment, firefighting and weather observation, and *Minuteman*, *Bomarc* and *Hound Dog* missiles. Lowry AFB, Colorado—armament, intelligence, photography, special weapons maintenance, *Mace* and air-to-air weapons. Amarillo AFB, Texas—jet mechanics, airframe repair, guided missile systems, metal-working, utilities, personnel and supply.

In addition, special courses are conducted at Lackland in such fields as crypto and air police procedures.

Officers also receive technical training in special subjects. The field of intercontinental ballistic missiles (ICBMs) is an example. It takes air-

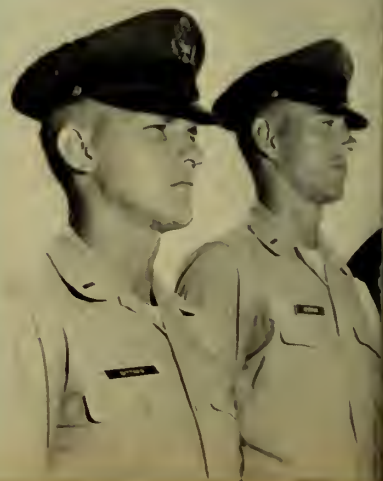
men and officers with a variety of skills and specialties to maintain a fire a *Minuteman* ICBM. The center at Chanute AFB insures that the Air Force has the required personnel at each missile site. The ICBM curriculum includes courses for launch office guidance technicians, missile analysis and maintenance officers.

#### Flying Training

The flying training program involves 12 ATC bases. Eight of the bases furnish undergraduate pilot instruction; two navigation and two advanced pilot techniques.

The eight Pilot Training Wings are located at Reese, Webb, Laredo, Laughlin AFBs in Texas; Williams AFB, Arizona; Vance AFB, Oklahoma; Craig AFB, Alabama, and Moody AFB, Georgia.

▼ New 2nd Lts., (l-r) Frederick Bittner, Bennie Newman and Shelby Thompson, are first Reservists to graduate from ATC's Officer Training School.





The student pilots must complete a total of 240 hours of flying instruction. Initially, they receive 30 hours in the T-41A, a propeller-driven, light plane. After this, they complete 90 hours in the 400 mile-an-hour T-37. The final 120 hours include instruction in the T-33 or T-38 jets.

During the last phase, students practice the principles learned in the classroom which includes navigation, formation and instrument flying. After receiving their wings, some are assigned to the 3510th Flying Training Wing at Randolph for advanced pilot training. Others will take post-graduate training in the aircraft of the major commands to which they are assigned. ATC also provides transitional instruction from conventional aircraft to jets for rated pilots.

Producing navigators is another phase of the flying program. Navigator Training Wings are located at Mather AFB, California, and James Connally AFB, Texas. The curriculum includes techniques in dead reckoning, celestial, radar and grid navigation, low level flying and twilight and night flights. Ground simulators are used to develop skills and prepare students for over-water flights.

New navigators go to operational units or advanced schools which prepare them for duty as navigator-bombardiers, electronic warfare officers or in the field of radar interception.

#### Professional Training

At Lackland, ATC also has a Chaplain School and provides a military preparation course for accredited law school graduates prior to their assignments as Staff Judge Advocates.

The Medical Service School is at Mather AFB, Alabama. During 1964, the school conducted 36 specialized medical courses for officers and airman and graduated 6,576 students. It provided basic, intermediate, and advanced instruction for physicians, veterinarians, dentists, nurses, hospital administrators and other medical service officers. Airman training is given in all medical/technical subjects except biomedical sciences allied to aerospace medicine.

#### Mobile Training

In addition to its resident training program, ATC operates 195 units that generally take the classroom to the student. Field and Mobile Training detachments employ from 12 to 40 instructors who are based in the continental U. S. but travel to many foreign lands. Their objective is to assist Air Force commanders by providing on-site individual technical instruction

as a supplement to resident training or by up-dating personnel on new modifications. More than 300,000 will complete mobile or field courses by the end of the year.

#### MAP Training

Under the Military Assistance Program (MAP), an average of 2,000 students from 51 nations continuously attend ATC's technical and flying schools. Most MAP students take resident training in the U. S. However, in overseas areas where USAF forces are stationed, some foreign students attend the mobile training schools.



▲ Air Force and ANG officers learn use of sextant in celestial phase of navigator training program. Course includes 254 hours in the T-29 aircraft. ◀ MAP student from Ethiopia repairs electronic equipment at an ATC technical training school.

▼ A ground radio operator records audio amplifier patterns during an electronics course at the Keesler AFB technical training center.

#### Other Training

ATC also is involved in space navigation. Exploratory studies in this field began in 1962 by the 3535th Navigator Training Wing at Mather AFB. The objectives were to update the professional knowledge of Air Force officers, and to prepare Mather to meet possible future requirements. A course was developed covering three areas: survey, theory and practical. Survey included the history and development of astronautics, space medicine and the extra-terrestrial environment, the principles and parameters of rocket motors, and a study of manned and unmanned vehicle systems. Theory covered orbital mechanics based on the laws of Newton and Kepler. The practical portion dealt with complete navigation in terms of presently known equipment and techniques for the launch, midcourse, rendezvous, and

see PAGE 11





## PRIMARY FLIGHT TRAINING

... combines cockpit experience with academic instruction and physical conditioning. Safety is stressed as students fly jet and conventional aircraft.



T-38



T-41A

Classroom instruction covers aviation physiology, engineering, flight operations, navigation, weather and flight planning. Cockpit experience begins in the conventional T-41A and ends in the supersonic T-38.

The fledgling's first experience with jet aircraft is supervised by veteran instructors in the T-37.



T-37

## ADVANCED FLIGHT TRAINING

... is USAF's primary source of pilot and instrument pilot instructors. Helicopter training at Stead AFB follows basic flight instruction in conventional T-28 aircraft at Lackland AFB.



T-39



CH-3C

Flying classrooms for students in advanced flight training are T-29, T-33, T-38 and T-39 aircraft. Helicopter training program employs H-19s, H-43s and CH-3Cs.



entry phases of space flight. The 10-hour course, labeled *Astronautics and Space Navigation*, was included in the Navigator-Bombardier Training Program in March 1964.

### Training Methods

In addition to the instructor-student relationship, ATC employs programmed learning and closed circuit television. These systems permit a comparatively small staff of instructors to handle the number of students trained each year.

Televised courses can be presented "live" or on tape. Taped programs can be used repeatedly, enabling instructors to produce live broadcasts or to tape other lessons.

Programmed learning is a self-teaching system that employs man's natural desire to avoid making mistakes. It is based on two principles: participation and immediate knowledge of results. The subject matter is presented in a series of short units, each containing a question which the student must answer correctly before going on to the next unit. Material is presented in various forms ranging from a series of cards to electronic devices.

In comparison with conventional teaching methods, programmed learning has reduced training time by 33 per cent while gaining nine per cent achievement.

### Survival Training

Special training is given to members of the Air Force, Army, Navy, Marine, and military personnel of many foreign countries at Stead AFB, Nevada. The 21-day course covers basic and

Astronauts learn to live in a desert environment, one phase of the survival and counterinsurgency training offered by ATC at Stead AFB.



combat survival, evasion and escape, and counterinsurgency. The school is scheduled to be transferred to Fairchild AFB, Washington, next year.

### Air Reserve Forces

Reserve augmentation of ATC is relatively minor, coming from a few general officers and legal specialists holding M-Day assignments, and medical service units located at ATC bases. In reality, this is the one major air command which supports the Air Force Reserve and Air National Guard rather than receives augmentation by them.

*"The pressing need for fast reacting, highly mobile military forces obviously increases the burden of responsibility on our training capability."*

## LIEUTENANT GENERAL WILLIAM W. MOMYER Cmdr., Air Training Command

*Providing the technical know-how to USAF and Air Reserve Forces personnel. This is the basic responsibility of General Momyer. Raised in Washington, he entered the service in 1938 and received flight training in Texas. In 1941, he was asst. military attache for Air, Cairo, Egypt. After the U.S. entered the war he led the 33rd Ftr. Gp. over North Africa, Sicily and Italy. Returning to the U.S. in 1944, he was on the Army Air Force Board, and with Tactical Air Command.*

*In 1949, he attended the Air War College, remaining as a faculty member. He was graduated from the National War College in 1954 and served in the Far East where he commanded all USAF units in Korea. This was followed by duty with the 312th Ftr.-Bomb Wg., 832nd Air Div., and Hq. TAC. In 1961 he became director, Operational Requirements, Hq. USAF, and in February 1964 was named asst. deputy c/s, Programs/Requirements. He was assigned to ATC in August 1964.*





*The Air National  
Guard data  
processing story . . .*

## PCAMs speed service ... improve capabilities —in a word readiness



*Brig. Gen. Willard W. Millikan, commander of the 1st TFGp. (ANG), Andrews AFB, Md. and Col. William R. McCall Jr., deputy chief of staff for Air, DCANG, operating a tabulator machine listing of punched card information.*

- Goals: ■ *Rapid accounting of funds.*
- *Effective control of the supplies and materials necessary to maintain a vast organization.*
- *Development of personnel management and support procedures.*

**Brig. Gen. Willard W. Millikan:** *"One management tool of great promise is Automatic Data Processing. ADP has almost unlimited potential for offering a range of sound alternatives to those who must make significant management decisions. In addition, it can assure far greater control and effective programming than ever before achieved."*

**Col. William R. McCall Jr.:** *"With the complexity of today's ANG, mechanization has become a mandatory part of our daily life and a vital element for successful management. New horizons are being reached as machines produce data needed to exist in a complex environment."*

**Maj. James Evans:** *"I view our data automation program as a sleeping giant just starting to awaken. There are many applications now being accomplished or under study to be mechanized which will benefit all of the ANG and make it more effective at a low cost."*

Each of the Air National Guard's 94 base comptrol has attained these goals through mechanization—the combining of the skills of its specialists with the high-speed capabilities of punched card accounting machines (PCAM). The PCAM system has given the ANG one of its most effective management tools. It enables fewer personnel to provide more service, more accurately and quicker.

A typical example of the PCAM operation is conducted at Andrews AFB, Maryland, by members of the District of Columbia ANG. A handful of Air Guardsmen accomplish mountains of administrative functions through the PCAM system. One officer and six airmen maintain one of the most advanced mechanized facilities of the ANG.

The unit's officer, Major James Evans, whose official title is assistant U.S. Property & Fiscal Officer—Air (Fiscal), DCANG, is more commonly known as the base comptroller.

This facility provides data systems service for the Headquarters, DCANG, Detachment 1, DCANG, the 1st Tactical Fighter Wing and its subordinate units, and the 231st Mobile Communications Squadron. The service covers ground transportation, military and civilian payroll, machine utilization reporting, dollar accounting, Base Equipment Management Office (BEMO), aircraft maintenance supply and personnel.

The PCAMs convert information contained in lengthy documents into small, easily handled, paycheck-size cards.



For example, stock record control formerly required the constant attention of several men; mechanization has reduced this figure to one man and one machine. Further, PCAM provides an accurate, minute-by-minute inventory of stock levels. Dollar accounting is another example. Compact cards have replaced bulky ledgers, typed or handwritten entries. The time for passing and closing dates have been cut from at least 30 days to only four.

Major Evans' men are specialists in the field of data processing. Transferring these skills to other Air Guardsmen is another phase of the base comptroller mission. During weekends and encampment periods, the technicians conduct on-the-job training for Air Guardsmen in data processing, readying them to merge into the mechanized and computerized operations of the Air Force in case of ANG mobilization. They learn to operate all the machines used in the base comptroller section. The machines are the *key punch*, *tabulator*, *sorter*, *collator*, *reproducing punch* and *interpreter*.

The *key punch* is paramount in the mechanized operation. Since the other machines require the punched cards it produces in order to perform their various jobs. This machine punches holes in the cards corresponding to alphabetical and numerical information fed into it.

The other machines are programmed by a technician to process the cards. Programming consists of wiring a board that connects the cards so they will use only the desired portions of the cards in performing their functions.

The *tabulator*, which processes up to 150 cards a minute, "reads" the cards and provides printed pages or listings of desired information.

Operating at a higher speed, the *sorter* handles 1,000 cards a minute. It sorts cards into sequences, separates them into various data groups and also edits card information.

The *collator* matches or compares card data, checks sequences and merges two groups of cards together. It processes 480 cards a minute.

All or any part of the data contained on a card or deck of cards can be duplicated by the *reproducing punch*. According to its programming, the machine will punch any desired information from one punched deck into a blank one.

Normally the punched card is unreadable. The *interpreter* solves this by translating the punched holes and printing the desired data in readable form on each card fed to it.

In addition to accomplishing its basic mission, Major Evans has applied his section's capability to other DCANG staff agencies. For instance, the medical section is furnished a machine listing of personnel requiring physical examinations and immunizations, and current mobility lists of priority cargo and passengers are available to the operations section in the event of special airlift requirements.

He also is considering other areas for mechanization to increase his unit's capability and responsiveness:

In the planning stage is the application of mechanization principles to such areas as food service and publications among others. Through data processing, the food service section would have an accurate account of persons fed, the amount and type of rations consumed and be able to reduce spoilage and waste through more realistic purchasing. The publications section could decrease the time spent to inventory, requisition and distribute forms and regulations.

► An Air Guardsman of the 113th TFWg. gets OJT experience in the operation of the *key punch*—a basic machine in the PCAM system.

With the help of the *sorter*, Air Technician C William Labashosky can select a particular card or group of cards from decks of thousands in minutes.



► Air Technicians, SSgt. Robert Neville and MSgt. Karl Schmidt verify part of the more than 700,000 data cards maintained in the section. The cards contain data covering all the unit's services. Over 150,000 new cards are processed monthly.





# ANG aeromed evac role...



Air National Guardsmen flew 869 military patients 790,000 passenger miles over domestic air routes during August and early September. These flights were ANG's initial contributions to a new aeromedical airlift support agreement with the Military Air Transport Service (MATS). The agreement now has been expanded to include regularly scheduled missions to Alaska.

It is the first time ANG has been responsible for a portion of the Air

Force aeromedical evacuation mission.

ANG C-97s and C-121s are augmenting MATS' 1405th Aeromedical Transport Wing, Scott AFB, Illinois, on a quarterly scheduled basis. The 1405th levies requirements and exercises operational control of all such ANG missions. Coordination between MATS and ANG units is handled by the 171st Air Transport Wing, Pittsburgh, Pennsylvania, thru an Air National Guard representative at the 1405th AME command post.

The inaugural flight was made from Scott AFB on August 1 by a C-121 of the 145th Air Transport Group, Charlotte, North Carolina. Accompanying the ANG flight nurses and medical technicians on the flight were regular Force medical personnel. The mission took the Guard aircraft to McGuire AFB, New Jersey; Andrews AFB, Maryland; Maxwell AFB, Alabama; Keesler AFB, Texas, and back to Scott.

Other ANG C-121 air transport groups providing aircraft and crews are the 171st, Pittsburgh; 172nd, Jackson, Mississippi; 170th, Newark, New Jersey; 153rd, Cheyenne, Wyoming; 167th, Martinsburg, West Virginia, and 168th, Olmsted AFB, Pennsylvania.

The first mission to Alaska was made on September 13 by a C-97 of the 1405th Air Transport Wing, Van Nuys, California. The wing will fly two missions a month from Travis AFB, California to Elmendorf AFB, Alaska, with stops at McChord AFB, Washington.

## Help Wanted

**LEGEND:** Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies and the grades indicate the highest grade positions available. For example, pilots are needed by No. 27 (305th Air Rescue Sq.) and by No. 32 (150th Tactical Fighter Sq.) in grades through major, and by No. 6 (302nd Air Rescue Sq.) in grades through captain. Additional vacancies, not listed, exist at other Air Reserve Forces' units. For information on listed positions, write directly to the unit at the address shown in the right hand column. If you do not qualify for one of the positions listed but wish to participate actively in the Air Reserve Forces program, use the application form on this page.

### Officer

Pilot: 27-32 (Maj.); 6 (Capt.).

Navigator: 6-26-40 (Capt.).

Aircraft Control: 3-8-9-10-16-29 (Capt.).

Communications-Electronics Systems: 28-30-43 (Capt.).

Transportation: 11-31 (Capt.).

Administrative Services: 21 (Capt.).

Medical Service: 17 (Capt.).

Medical Professional: 20 (Lt.Col.); 17 (Maj.).

Nurse: 17-20 (Capt.).

Dental: 20 (Maj.).

Veterinary: 17-20 (Maj.).

### Airman

Administrative: 13 (MSGt.); 27 (SSgt.); 2-7-10-12-21-22-31-38-43-45 (A1C).

Aerospace Control Systems: 2-3-4-5-6-8-9-10-12-13-14-16-17-19-22-25-29-30-31-33-35-41-42-43-44 (MSGt.); 28-34 (TSgt.); 39 (SSgt.).

Aircraft Accessory Maintenance: 10-30-43 (TSgt.); 3-4-5-9-12-16-44 (SSgt.); 35-42 (A1C); 25-28-29 (A2C); 39 (A3C).

Aircraft Maintenance: 6-18 (A2C). Aircrew Protection: 6 (SSgt.).

Civil Engineering Mechanical/Electrical: 25 (MSGt.).

Communications-Electronics Systems: 44 (MSGt.); 10-16-25-33-34-35-43 (TSgt.); 3-8-12-19-30-39-41 (SSgt.); 4-5-28 (A1C); 29 (A2C); 1 (A3C).

Communications Operations: 10-35 (MSGt.); 16-25 (TSgt.); 8-9-29-41 (SSgt.); 4-5-6-28-43-44 (A1C).

Dental: 17 (SSgt.).

Intricate Equipment Maintenance: 17 (SSgt.).

Medical: 17-20 (MSGt.).

Motor Vehicle Maintenance: 35 (A1C).

Personnel: 14 (TSgt.); 8-9-12-28-35 (A1C).

Supply: 2-19 (SSgt.); 10 (A1C); 35 (A2C).

Transportation: 11-15-31 (MSGt.); 23-45 (SSgt.); 36-37 (A1C).

Wire Communications Systems Maintenance: 43-44 (SSgt.); 5-41-42 (A1C); 4-22-29-35-39 (A2C).

Air Technician: 24-40 (Flying Training Instructor, NGC-12). Starting salary \$10,250.

### KEY

### UNIT

- Det. 5, 13th Mobile Communications Sq., Brookley AFB, Alabama.
- 4th Air Postal Flt., Maxwell AFB, Alabama.
- Det. 8, 12th Mobile Communications Sq., Davis-Monthan AFB, Arizona.
- Det. 4, 12th Mobile Communications Sq., Luke AFB, Arizona.
- Det. 7, 13th Mobile Communications Sq., Luke AFB, Arizona.
- 302nd Air Rescue Sq., Luke AFB, Arizona.
- 8th Air Postal Flt., Alameda NAS, California.
- Det. 5, 12th Mobile Communications Sq., Hamilton AFB, California.
- Det. 9, 12th Mobile Communications Sq., March AFB, California.
- 12th Mobile Communications Sq., Mather AFB, California.
- 87th Air Terminal Sq., McClellan AFB, California.
- Det. 6, 12th Mobile Communications Sq., Norton AFB, California.
- 7th Air Postal Flt., Oakland IAP, California.
- 2nd Air Postal Gp., Fort Miley, San Francisco, California.
- 82nd Air Terminal Sq., Travis AFB, California.
- Det. 2, 12th Mobile Communications Sq., Travis AFB, California.
- 518th Medical Service Flt., Vandenberg AFB, California.
- 301st Air Rescue Sq., Homestead AFB, Florida.
- Det. 6, 13th Mobile Communications Sq., MacDill AFB, Florida.
- 458th Medical Service Flt., Patrick AFB, Florida.
- 1st Air Postal Gp., Dobbins AFB, Georgia.
- Det. 3, 13th Mobile Communications Sq., Hunter AFB, Georgia.
- 91st Air Terminal Sq., O'Hare IAP, Chicago, Illinois.
- 126th Air Refueling Wg., O'Hare IAP, Chicago, Illinois.
- 11th Mobile Communications Sq., Scott AFB, Illinois.
- 8498th Navigator Training Sq., Andrews AFB, Maryland.
- 305th Air Rescue Sq., Selfridge AFB, Michigan.
- Det. 1, 11th Mobile Communications Sq., Selfridge AFB, Michigan.
- Det. 2, 11th Mobile Communications Sq., Richards-Gebaur AFB, Missouri.
- Det. 3, 11th Mobile Communications Sq., Offutt AFB, Nebraska.
- 88th Air Terminal Sq., McGuire AFB, New Jersey.
- 150th Tactical Fighter Gp., Kirtland AFB, Albuquerque, New Mexico.
- Det. 4, 11th Mobile Communications Sq., Suffolk Co. AFB, New York.
- Det. 6, 11th Mobile Communications Sq., Wright-Patterson AFB, Ohio.
- 13th Mobile Communications Sq., Tinker AFB, Oklahoma.
- 92nd Air Terminal Sq., Wyoming, Pennsylvania.
- 81st Air Terminal Sq., Charleston AFB, South Carolina.
- 3rd Air Postal Flt., Memphis MAP, Tennessee.
- Det. 1, 13th Mobile Communications Sq., Bergstrom AFB, Texas.
- 136th Air Refueling Gp., Dallas NAS, Texas.
- Det. 2, 13th Mobile Communications Sq., James-Connally AFB, Texas.
- Det. 4, 13th Mobile Communications Sq., Kelly AFB, Texas.
- Det. 1, 12th Mobile Communications Sq., Hill AFB, Utah.
- Det. 3, 12th Mobile Communications Sq., Fairchild AFB, Washington.
- 86th Air Terminal Sq., McChord AFB, Washington.

Please send me information on vacancies in the Air Reserve Forces for which I may be qualified.

NAME GRADE

SERVICE NUMBER AFSC

ADDRESS

ZIP CODE

MAIL TO: Air Reserve Personnel Center, 3800 York Street, Denver, Colorado, 80205





## reserve camera I...

What they do during summer encampments...

◀ A1C Arthur Hey, Missouri ANG, installs 20mm cannon shells in a jet fighter of the 131st TFGp. at Volk Field, Wis.

▼ Maj. Gen. Lewis A. Curtis, commander of the New York ANG, is briefed on aircraft maintenance by members of the 106th AirTransGp. during inspection tour at Floyd Bennett Field, N. Y.

ANG-AFRes cooperation . . . Open sea rescue techniques . . . F-105 qualification . . . Improved efficiency . . . over-water flights . . . cargo delivery systems.

These were some of the unique features of recent summer encampments:

Seventeen hundred men of the Connecticut ANG and Air Force Reserve's 904th Troop Carrier Group, Stewart AFB, New York, demonstrated the ability of Guard and Reserve units to effectively work together under Secretary of Defense McNamara's concept of "command forces." They merged at motor pool, Air Force, communications and photo sections.

The 302nd Air Rescue Squadron, Luke AFB, Arizona, practiced open sea rescue techniques at the Alameda NAS, California. Their paratroopers received training in the HC-130, the newest aircraft in ARS.

Last year, the 108th Tactical Fighter Group, McGuire AFB, New Jersey, became the first ANG unit to receive F-105 jets. The 1,500 sq. ft. aircraft is very complex, requiring many hours of training for pilots and support crews. At McGuire encampment brought them closer to that objective.

Material specialists of the 936th Troop Carrier Group, Richards-Gebaur AFB, Missouri, improved efficiency during their encampment at that base. Utilizing a network of radio-telephone, remote teletype printer and computers, Reservists now deliver parts to C-124 mechanics in less than 18 minutes.

Anticipating a change of aircraft and location, the 941st Troop Carrier Group, Paine Field, Washington, split its summer tour. About 400 Reservists trained at Paine while crews traveled to their new home, McChord AFB, for transition training from C-124s to the C-119.

In September, Air Guardsmen of the 135th and 143rd Air Commando Groups, Baltimore, Maryland and Warwick, Rhode Island, respectively, made their first over-water training flights to Europe. During the exercise, named "Link Slip," the commandos flew HU-16s to Rhein-Main AB, Germany, by way of Labrador, Iceland and England.

Crews of the 939th Troop Carrier Group, Portland IAP, Oregon, practiced the Air Force Reserve-developed "Sling-shot" system of cargo delivery from C-119s during their Mojave Desert encampment.



► Reservists, like A1C Marvin Oberman of the 81st ATermSq. at Charleston AFB, S.C., augment Active duty counterparts performing air terminal services.



◀ SSgt. Richard Agapay and A2C Gerald Redmond of the 91st ATerm Sq., O'Hare IAP, Chicago, Ill., working in the fleet service section, help speed freight on its way at the busy McGuire AFB terminal.



► 930th TCGp. Reservists, A2C Vernon Hilderbrand and A1C Robert Hey, work on a C-119's navigation set at Bakalar AFB, Ind.





► Air Guardsmen of the 168th AirTransGp., Olmsted AFB, Pa., devote off-duty time to household chores preparing Camp Sertoma for retarded children of Dauphin County, Pa. The Pennsylvania ANG has helped prepare the camp near Linglestown for the past two years.



◀ During a tactical training mission at Fort Lee, Va., A1C Joseph Nagle, a Loadmaster in the 902nd TCGp., Grenier Field, N. H. prepares to release heavy equipment for airdropping from a C-119.

## **reserve camera II... recruiting... disaster relief work.**



◀ Helping kick-off the summer recruiting drive for the 910th TCGp., Vienna, Ohio is entertainer Jack Jones, an A3C attached to the Los Angeles USAF Information Office. Assisting him display posters is Diane Dicks, unit records clerk. Col. Randall Hendricks, 910th commander looks on.



► The Air Reserve Forces furnished immediate airlift support and technical assistance to residents of communities hit by "Hurricane Betsy" in Sept. (Story, page 3.) Typical of the humanitarian missions was the airlift of a "cherry picker," a communications repair vehicle, in a C-124 to New Orleans by Reservists of the 512th TCWg.

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## the air reservist

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AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

### General John P. McConnell

Chief of Staff, United States Air Force

### Maj. Gen. Curtis R. Low

Ass't Chief of Staff Reserve Forces, USAF

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OUR  
COVER



R... is dedicated to the Department of the Air Force which is featured in this issue (see page 6). Dr. Harold Brown, the eighth official to hold the post of Secretary of the Air Force, is shown being administered the oath of office by Secretary of Defense Robert S. McNamara on October 1, 1965.



Air Guardsmen (l-r), SSgt. Dewey Daniels and TSgts. Maurice Bertrand and D. Bundy Maples, of 157th FISq., McEntire ANG Base, S.C., and the comdr., Lt. Col. Robert Johnson Sr., pose with trophies after winning F-102 phase of "William Tell" weapons loading competition at Tyndall AFB, FL

#### William Tell '65 . . .

An Air National Guard team of the 157th Fighter Interceptor Squadron of McEntire ANG Base, South Carolina, is the Air Force's F-102 weapons loading champions. They won the title during the Worldwide Fighter Interceptor Meet, *William Tell*, at Tyndall AFB, Florida, October 1-9.

Competing against four other F-102 teams from the regular Air Force, the South Carolina Guardsmen scored a total of 1,400 points out of a possible 1,600 points.

The weapons loading competition was divided into two phases; a written test, and the loading operation. In the latter, requiring the loading of six *Falcon* missiles within 22 minutes, the Air Guardsmen scored 880 points out of a possible 1,000 points.

In the weapons delivery phase of the meet, the winning teams, by aircraft category, were: (F-101) 62nd FISq., Sawyer AFB, Michigan; (F-102) 32nd FISq., Camp New Amsterdam, The Netherlands; (F-106) 71st FISq., Selfridge AFB, Michigan, and (F-104) 331st FISq., Webb AFB, Texas.

#### Recruiting program . . .

A *Delayed Enlistment Program* (DEP), which permits young men and women to enter the *Ready Reserve* as much as 120 days before going on active duty, is now in effect.

Under the new program recruits are accepted in the *Ready Reserve* and recalled to active duty or allowed to enlist in the regular Air Force at a mutually agreed upon date. During the interim period they will not participate in Reserve training, but will enjoy draft-deferred status and accrue longevity for pay purposes.

Applicants for DEP must possess the

same mental, moral and physical qualifications and undergo the same processing as regular Air Force enlistees. Those accepted into the Reserve are guaranteed later recall or enlistment in the regular Air Force provided they do not become unqualified during the time they are members of the Reserve.

Similar to the Air Corps Enlisted Reserve program of World War II, DEP is designed to let the Air Force recruit the maximum number of people during peak recruiting periods and then spread their entrance into active duty over months when recruiting is slack.

#### ECL news . . .

A new system for recognizing completion of correspondence courses was initiated by the Extension Course Institute on September 1.

Some of the changes affecting Reservists are as follows: Volume Review Exercises will no longer be graded numerically, instead grades of satisfactory or unsatisfactory will be returned to students on postal cards in lieu of original work sheets; 85 per cent of items must be answered correctly to receive a grade of satisfactory; Reservists will continue to receive certificates of completion for each satisfactory volume but diplomas will not be awarded until completion of all course volumes; Reservists may take a Course Examination after finishing all volumes of a course and, upon satisfactory completion, receive a *Certificate of Course Completion* entitling them to additional semester hour credits for Reserve points.

As noted above, diplomas are no longer awarded for individual courses, however, in the future diplomas will be awarded for the completion of *Professional Development Program* (PDP). The PDP is a new system by

see NEWS page 1



# NGA conference

quotes:

...*"Impressive performance"...**"responsiveness"...**"dedication"...**"professionalism"*

Above are some of the terms used by Air Force dignitaries during the 87th General Conference of the National Air Guard Association of the U.S. in debating Air National Guard accomplishments. The meeting was in Miami Beach, Florida, September 27-30.

Excerpts from addresses by key Air Force speakers follow:

General William H. Blanchard, Air Force vice chief of staff, expressed his admiration for the Guard's "consistently impressive performance in augmenting active forces," adding, "we are placing more and more dependence on ready units of the Air National Guard and Air Force Reserve—units that have represented an essential element of our strength for some time and especially at this moment."

General Gabriel P. Disosway, commander, Tactical Air Command: "I am startled by the existence of the Air Guard and the responsiveness with which they react. They are TAC's ace in the hole."

Major General Joseph A. Cunningham, deputy chief of staff, Operations, Headquarters Military Air Transport Service: "We are always gratified at the way these Guard people, and their colleagues in the Air Force Reserve, can devote full-time effort to their regular professions—and in their limited spare time produce the way they do for the national security."

Major General Curtis R. Low, assistant chief of staff for Reserve Forces: "The Air Reserve Forces are accepted as the active force as being versatile, effective, and necessary to the performance of the Air Force mission."

Major General Winston P. Wilson, chief of the National Guard Bureau: "My faith in the future of the Guard points to a faith in these officers and men who, year after year take the bad along with the good and continue the search, making up the shortages in resources by professional ability and individual fortitude."

The National Guard, already at a peacetime peak in readiness, is prepared to take on an even heavier training burden in support of increased U.S. commitments overseas," stated Major General James F. Cantwell, president NGA.

In summarizing the past year's ac-

complishments, NGA's Committee on Air Affairs reported. . . . "This has been an active and successful year. While we still have problems—we can see progress being made toward their solutions. And each year we can see the Air National Guard increasing its stature as a recognized element of national military strength."

The convention also included a panel presentation on the war in Viet-Nam,

moderated by Arthur Sylvester, assistant secretary of Defense (Public Affairs); business meetings; presentations of awards; and social functions.

Four ANG officers were elected for three-year terms of office to NGA's executive council. They were: Major General Don J. Smith of Illinois and George R. Doster Jr., of Alabama, and Brigadier Generals Ross Garlich of Missouri and Chas. F. Riggle Jr., of Florida.



Maj. Gen. Donald J. Smith (l), c/s for Air, Illinois NG, accepts an NGB special citation for conceiving and directing the conversion of all ANG KC-97s to jet augmentation. Brig. Gen. I. G. Brown, asst. chief, NGB/Air, makes award.

The 166th AirTransGp. of Delaware was awarded the "Spaatz Trophy" as ANG's most outstanding unit. The group's commander, Col. C. E. Atkinson accepts the trophy from Maj. Gen. R. A. Ballard, Florida Guard commander.



NGA's operational readiness trophy (heavy transports) went to the 151st AirTransGp., Utah. Brig. Gen. A. G. Winn (c), c/s for Air, Utah, and Lt. Col. G. H. Caldwell (l), Gp. Operations Off. accept trophy from Maj. Gen. J. C. Moffitt, Colorado AG.

Other awards: the "McAllister Trophy" to the 166th AirTransGp. (Spaatz Trophy winner), chosen the best C-97 unit; the "Spaatz Trophy" runner-up award to the 190th TacReconGp., Kan.; and operational readiness trophies to the 115th FtrGp., Wis. and to the 143rd Air Commando Gp., R. I., the most combat-ready ANG units of ADC and TAC respectively.



*Employees of Indiana Bell Telephone Co. load repair vehicles aboard a 512th TCWg. C-124 to help Southern Bell specialists restore communications service to hurricane-ravaged New Orleans.*

*Employer support  
... a vital factor in  
Air Reserve Forces'  
humanitarian efforts.*



## “... domestic version of the Berlin airlift.”

OVER 200 civilian employers played a silent but highly significant role throughout the *Hurricane Betsy* disaster relief operations. Their cooperation in the no-notice release of employees who also are Reservists helped make possible the immediate and large scale response by the Air Reserve Forces.

Though seldom publicized, employer support is a vital factor in the Air Reserve Forces' humanitarian and augmentation capabilities. This is especially true since the majority of Reservists are civilian employees of private enterprise or are self employed. In the case of self employed Reservists—of which 52 participated in the *Hurricane Betsy* operations—they deserve double recognition: for their contributions as Reservists and for devoting time away from the pursuit of personal business interests.

The *Betsy* operations gave the telephone companies an excellent sample of one by-product of such cooperation by employers. Supporting the 38 sorties which the Air Force Reserve flew transporting emergency telephone equipment were many Bell System and Western Electric employees acting in their capacity as Reservists.

At O'Hare International Airport, for example, 10 employees of Illinois Bell and Western Electric's Hawthorne Works were on duty that Saturday. In their role as Reservists, they were scheduling flights, maintaining aircraft, issuing gear to the plane crews, and supervising the loading of cargo. At Atlanta, one Southern Bell supervisor was surprised to encounter a man from Southwestern Bell, who was the pilot of one of the airlift planes.

The role played by Air National Guardsmen and Air Force Reservists in providing disaster relief after the hurricane continues to reap praise from many sources.

Representative F. Edward Hebert of Louisiana, a member of the House Armed Services Committee, labeled the disaster relief operations as a “... domestic version of the Berlin airlift.” Following are excerpts of other remarks by Mr. Hebert as they appeared in the *Congressional Record* of October 5.

“Mr. Speaker, on September 8, 1965, *Hurricane Betsy* struck the Southeast and gulf coast of the United States with maniacal fury ... the primary target of *Hurricane*

*Betsy's* rage was the great city of New Orleans which experienced the brunt of this frightful storm.

“Every Federal and State agency, even remotely capable of assisting the residents of this stricken area, immediately volunteered to provide every possible assistance within their own resources and capabilities.

“Our Military Reserve components also contributed handsomely both during the actual hurricane and in the subsequent recovery effort. ... The Air Force Reserve again demonstrated its responsiveness by mounting a giant airlift to New Orleans. Air Force Reservists from troop carrier wings in 11 states airlifted vitally needed supplies and equipment into the New Orleans area.

“Reservists flying C-119 *Boxcars*, C-123 *Providers*, and four-engine C-124 *Globemasters* airlifted over 546 tons and more than 500 passengers in 138 missions into the stricken area in the first few days after the disaster. These Air Force Reserve citizen-airmen flew a total of more than 430,000 miles and 275,000 passenger-miles.

“The citizens of the New Orleans area are indebted to these Air Force Reservists and to the Continental Air Command, commanded by Lieutenant General Cecil Childre.

“Air National Guard C-97s, C-121s and C-54s flew numerous missions carrying relief supplies from various sections of the nation to the New Orleans area.

“The Civil Air Patrol demonstrated its capability in assisting in rescue and disaster relief operations during and after the onset of *Hurricane Betsy*. More than 700 CAP members participated in disaster relief under the direction of State and local parish civil defense agencies.” [See *CAP News*, p. 15.] “The contribution made by these individual members, together with all their available equipment, did much to lighten the suffering of thousands of stranded victims of *Hurricane Betsy*.

“I firmly believe that the only manner in which I can effectively impress upon you what I have been trying to do and to dramatize the work done by the men of the National Guard, the Army, the Air Force, the Air National Guard, and the Coast Guard in the areas struck by *Hurricane Betsy* is to salute them with the same salutation given to the men in uniform in time of war ... each in his own way demonstrated an uncommon valor which was a common virtue.”





◀ Communications specialists from Chicago share a 442nd TCWg. C-124 with a "cherry picker" donated by AT&T for telephone-telegraph repair operations in New Orleans. The 442nd transported about 80 tons of supplies and equipment during the operation.



► Members of the Air Reserve Forces from throughout the country converged on Southeastern U.S. to assist residents of flooded communities. Success of the airlift missions depended heavily upon Reserve maintenance crews such as these members of the 926th TCGp. at New Orleans.



◀ Reservists of the 926th TCGp. at New Orleans NAS, La., unload a cargo of emergency supplies. The group worked at the Louisiana terminal point which received a million pounds of sorely-needed supplies consisting mostly of food, blankets, clothing, field kitchens, and generators.

► A cargo of litters, representing one of 40 loads of emergency supplies airlifted by members of the 433rd TCWg., Kelly AFB, Texas, is unloaded at New Orleans. The wing flew in almost 300,000 pounds of supplies in a three-day period.





# DEPARTMENT of the AIR FORCE



The effective utilization of resources and over \$70 billion in assets demand top management and leadership—the job of the Office of the Secretary of the Air Force and the Air Staff.



Dr. Harold Brown

*THE Department of the Air Force was created as part of our military establishment by the National Security Act of 1947. It came into being officially on September 18, 1947, under the Honorable W. Stuart Symington.*

*By the same act, the United States Air Force was established within the Department of the Air Force. This was accomplished by transferring the Army Air Forces to the U.S. Air Force.*

*The National Security Act Amendments of 1949 redesignated the military establishment as the Department of Defense, instituted it as an executive office, and made the Department of the Air Force a military division within DOD equal in status to the Army and the Navy.*

*The Department of the Air Force is organized separately under the Secretary of the Air Force and operates under the authority, direction, and control of the Secretary of Defense. The mission of the Department of the Air Force is to provide a capability, in conjunction with the other armed forces, of preserving the peace and security of the United States, providing for its defense, supporting the national policies, implementing the national objectives, and overcoming any nation responsible for aggressive acts that imperil the peace and security of our country.*



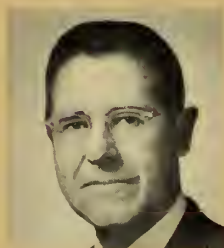
Norman S. Paul



Leonard Marks Jr.



Alexander H. Flax



Robert H. Charles



John A. Lang Jr.



Stephen N. Shulman



Maj. Gen. Corbin



Maj. Gen. LeBailly



Brig. Gen. Stewart

## The Office of the Secretary

### The Secretary

He is a civilian appointed by President with the advice and consent of the Senate.

*Functions:* As head of the Department of the Air Force, he is responsible for all affairs of the Department including those necessary for the training, operations, administration, research and development, logistics support and maintenance, well preparedness, and effectiveness of Air Force, and such other lawful activities as may be prescribed by President or the Secretary of Defense. *Incumbent:* Hon. Dr. Harold Brown



### **The Under Secretary of the Air Force**

*Functions:* Principal assistant to the Secretary. Is responsible for the overall direction, guidance, and supervision of the affairs of the Department, and plans, policies, and programs. Supervises the activities of the Reserve components of the Air Force and is a member of the Reserve Forces Policy Board. Handles the international activities of the Department.  
*Incumbent:* Norman S. Paul

### **Assistant Secretary (Financial Management)**

*Functions:* Responsible for activities related to the Air Force programming processes and the preparation and validation of all program documentation, including Program Change Proposals and other adjustments; budgeting, fund management and cost control; accounting and accounting systems; finance, including disbursement and collection of funds; development and application of management information systems, progress and statistical reporting, special program status reports, and interpretation of such management data; auditing; contracts for Management Engineering Services; contract financing; and Automatic Data Processing Equipment and is the Air Force Senior Automatic Data Processing policy official. Directs and supervises the Comptroller. While the Comptroller is directly responsible to the Assistant Secretary (Financial Management), he has a concurrent responsibility to the Chief of Staff.  
*Incumbent:* Leonard Marks Jr.

### **Assistant Secretary (Research and Development)**

*Functions:* Is in charge of scientific and technical matters; basic and applied research, exploratory development and advanced technology; integration of technology with, and determination of, qualitative Air Force requirements; research, development, test, and evaluation of weapons, weapon systems, and defense materiel; and technical management of systems engineering and integration.

*Incumbent:* Alexander H. Flax

### **Assistant Secretary (Installations and Logistics)**

*Functions:* Controls production and contract management of weapon systems, industrial defense program; industrial resources and readiness; procurement activities, including required determinations and findings, contracting, and administration and termina-

tion of contracts; contractors equal employment opportunities; renegotiation affairs, contract appeals, and related activities; Contract Adjustment Board matters; small business; Canadian Production and Development Sharing Program; supply management, including requirements determinations, storage, distribution, and disposal of all materiel; equipment maintenance and modification management; International Logistics Program; materiel and logistics planning and programming; cost reduction program; installations planning and programming; acquisition and disposal of real estate, construction of bases and facilities; family housing; maintenance of real property; civil aviation, including the Department of Defense Advisory Committee on Federal Aviation, and the Interagency Group on International Aviation; transportation, communications, and other service activities; and economic utilization policy.

*Incumbent:* Robert H. Charles

### **The Special Assistant for Manpower, Personnel and Reserve Forces**

*Functions:* Directs and supervises all matters concerned with manpower and organization; military and civilian personnel, including health, welfare, and morale activities; Anti-Discrimination Program for military and civilian personnel, including the Equal Employment Opportunity Program; Government employee organizations—Air Force management affairs; Reserve components, the Air National Guard and the Air Force Reserve Officer Training Corps, Civil Air Patrol; military and civilian personnel security program; informational, international, physical and personnel aspects of the Industrial Security Program; training; management principles and techniques, including the Management Improvement Program; contracts for personal services and training; travel and per diem allowances; Air Force Board for the Correction of Military Records; and Secretary of the Air Force Personnel Council and its component boards.

*Incumbent:* John A. Lang Jr., acting

### **The Administrative Assistant**

*Functions:* Handles the management and administration of the Office of the Secretary. Assures administrative continuity during changes in top officials and performs various functions and special projects involving the department as directed by the Secretary.

*Incumbent:* John A. Lang Jr.

### **The General Counsel**

*Functions:* Is the final legal authority

on all matters arising within or referred to the Department of the Air Force, except those relating to the administration of military justice and such other matters as may be assigned to the Judge Advocate General. Provides legal advice and assistance to the Office of the Secretary of the Air Force and the Air Staff and represents the Secretary in dealing with other departments and agencies of the Government on all matters relating to the negotiation of international agreements affecting the Air Force.

*Incumbent:* Stephen N. Shulman

### **The Director, Office of Legislative Liaison**

*Functions:* Advises and assists the Secretary and all principal civilian and military officials of the Department concerning Air Force legislative affairs and congressional relations except appropriation matters. Develops, coordinates, and supervises the Air Force legislative program including reports preparation, testimony, and related statements on legislation; processes replies to congressional committee inquiries, including the preparation of testimony for hearings; processing replies to inquiries from members of Congress, the executive office of the President, and the office of the Vice President; supervising travel arrangements for congressional travel designated an official responsibility of the Air Force; informs members and committees of Congress on Air Force activities; and handles the release of classified information to Congress.

*Incumbent:* Maj. Gen. Thomas G. Corbin

### **The Director, Office of Information**

*Functions:* Advises and assists the Secretary and all other principal civilian and military officials of the Department concerning information activities. Conducts the operation of the USAF Information Program; plans, directs, and supervises internal and external information activities; develops and supervises community relations programs; and develops and monitors actions in support of the Air Force.

*Incumbent:* Maj. Gen. Eugene B. LeBailly

### **The Director, Office of Space Systems**

*Functions:* Assists the Secretary in discharging his responsibility for space systems. Maintains liaison with the Office of the Secretary of Defense and other interested governmental agencies on matters relative to space systems.

*Incumbent:* Brig. Gen. James T. Stewart



# The Air Staff



"The Air Staff shall furnish professional assistance to the Secretary, the Under Secretary, and the Assistant Secretaries of the Air Force and the Chief of Staff."

*The National Security Act also contained provisions for an Air Staff within the executive part of the Department of the Air Force. The Air Staff was authorized to consist of a Chief of Staff, a Vice Chief of Staff, not more than five Deputy Chiefs of Staff, and other military and civilian members of the Air Force assigned or detailed to the Air Staff.*



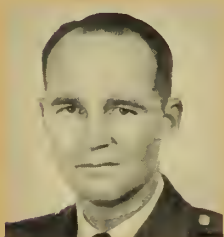
Gen. McConnell



Gen. Blanchard



Lt. Gen. Wheless



Col. Cassidy



Dr. H. Guyford Stever



Dr. Robert G. Loewy



Paul A. Hower



Maj. Gen. Bohannon



Lt. Gen. Martin



Maj. Gen. Manss



Maj Gen. Thomas



Maj. Gen. Low



Maj. Gen. Taylor



Col. Pugh



Lt. Gen. Merrell



### **The Chief of Staff, USAF**

He is appointed by the President, with the consent of Congress, from among Air Force general officers.

**Functions:** Serves as a member of the Joint Chiefs of Staff and the Armed Forces Policy Council. In his JCS capacity he is one of the principal military advisors to the President, the National Security Council, and the Secretary of Defense. He is the principal advisor to the Secretary of the Air Force on Air Force activities.

He presides over the Air Staff, transmits their plans and recommendations to the Secretary and acts as his agent in carrying them out.

He is responsible for the efficiency of the Air Force and the preparation of its forces for military operations. He supervises the administration of Air Force personnel assigned to unified organizations and unified and specified combatant commands, and support of forces assigned to these organizations and commands as directed upon the Air Force by the Secretary of Defense. He supervises the following activities when responsibility for them has been assigned to the Air Force by the Secretary of Defense: the carrying out of supply or service activity common to more than one military department; the development and operational use of new weapons and weapon systems; and the performance of such functions which may be transferred from other departments or agencies of the Department of Defense.

**Incumbent:** Gen. John P. McConnell

### **The Vice Chief of Staff**

**Functions:** Supervises the U.S. Air Force. In the absence or disability of the Chief of Staff, or in the event of a vacancy in that office, he exercises the authority and performs the duties of the Chief of Staff. Serves as Chairman of the Air Council.

**Incumbent:** Gen. William H. Blanchard

### **The Assistant Vice Chief of Staff**

**Functions:** Aids the Chief and Vice Chief in the development, implementation, and review of plans, programs, and policies, and in the overall direction of USAF. Exercises general supervision over the organization and administration of the Air Staff. Arbitrates differences which develop between Air Staff agencies, and between those agencies and field commands and provides guidance for the resolution of problems.

**Incumbent:** Lt. Gen. Hewitt T. Wheelless

*There are 11 independent offices of the Air Staff reporting directly to*

*the Chief of Staff. They provide advisory and support services and assist in developing policies and supervising the activities of the Air Force within their assigned fields. The heads of these offices provide broad policy guidance to their subordinate elements.*

### **The Secretary of the Air Staff**

**Functions:** Responsible to the Assistant Vice Chief for internal administration and management of the Air Staff. Supervises management programs for the effective utilization of resources.

**Incumbent:** Col. Benjamin B. Cassiday Jr.

### **The USAF Scientific Advisory Board**

**Functions:** Advises the Secretary of the Air Force and the Chief of Staff on all scientific matters of interest to the Air Force mission. The members, selected from various technological and scientific fields, constitute an advisory and consultant body which reviews research and technological developments for possible further development for military application. The Board also reviews and evaluates the Air Force long-range plans for research and development, and provides advice on the adequacy of the programs.

**Chairman:** Dr. H. Guyford Stever

### **The Chief Scientist**

**Functions:** Counsels the Chief of Staff in all areas of research and development. Recommends changes in policies, plans, and organization to improve research and development programs.

**Incumbent:** Dr. Robert G. Loewy

### **The Chief, Operations and Analysis**

**Functions:** Conducts studies of warfare problems to provide bases for command and management decisions. His office studies and evaluates weapons and tactics, strategy, logistics, and other subjects related to the Air Force mission. His office monitors and coordinates the entire Operations Analysis program of the Air Force.

**Incumbent:** Paul A. Hower

### **The Surgeon General**

**Functions:** Advises the Secretary of the Air Force and the Chief of Staff on all matters concerning the health of Air Force personnel. Administers all medical services of USAF, develops the Air Reserve Forces medical program, and advises the Deputy Assistant Secretary of Defense (Health and Medical) on USAF medical matters.

**Incumbent:** Maj. Gen. R. L. Bohannon

### **The Inspector General**

**Functions:** Determines the status of combat readiness, command mission accomplishment, logistic effectiveness and discipline; evaluates the efficiency, economy, and adequacy of USAF; investigates matters within USAF jurisdiction involving crime, violations of public trust, subversion, disaffection, and related activities; directs the counterintelligence program and establishes security policy; develops and directs the ground, flight, missile and nuclear safety policies, programs, and procedures; and establishes facilities for inspection, security, investigation, law enforcement, and safety.

**Incumbent:** Lt. Gen. Glen W. Martin

### **The Judge Advocate General**

**Functions:** Exercises general supervision over the administration of military justice and civil law matters pertaining to the Air Force. Responsible for the establishment and operation of the legal system of appellate reviews of courts-martial records as provided by the UCMJ.

**Incumbent:** Maj. Gen. Robert W. Manss

### **The Assistant Chief of Staff, Intelligence**

**Functions:** Develops and implements intelligence plans and policies and represents the Chief of Staff, for intelligence matters, on specific joint and interdepartmental committees of the Government. Coordinates the collection and production of air intelligence by Air Force activities. Operates the air attache systems, and provides official liaison between foreign military representatives and the Air Force. Monitors the worldwide targeting efforts to keep USAF apprised of current changes and developments. Produces air technical intelligence from reports and the handling and analysis of foreign material.

**Incumbent:** Maj. Gen. Jack E. Thomas

### **The Assistant Chief of Staff, Reserve Forces**

**Functions:** Assists and advises the Secretary and the Chief of Staff on all matters regarding Reserve components. Coordinates staff efforts and monitors the overall planning and implementation of programs for Reserve Forces. Responsible for Reserve affairs to the Chief of Staff. Provides Air Force membership on the Reserve Forces Policy Board, Office of the Secretary of Defense, and provides liaison with nongovernmental organizations and associations having a primary interest in Reserve Forces.

**Incumbent:** Maj. Gen. Curtis R. Low



### The Chief of Chaplains

**Functions:** Handles all matters concerning the Air Force chaplaincy. Establishes and maintains liaison with religious groups and quasi-official relationships with ecclesiastical endorsing agencies. Serves as a member of the Armed Forces Chaplains Board, Office of the Secretary of Defense.

**Incumbent:** Maj. Gen. Robert P. Taylor

### The Director of Administrative Services

**Functions:** Develops policies, programs, and procedures for administrative management, practices and services throughout the Air Force. Responsible for the operation of the Air Force Postal and Security Courier Services and for the performance of administrative services in direct support of the Office of the Secretary of the Air Force and Headquarters USAF.

**Incumbent:** Col. Robert J. Pugh

### The Comptroller of the Air Force

**Functions:** Responsible to the Assistant Secretary (Financial Management) and concurrently to the Chief of Staff, for budgeting, accounting, disbursing, data management and automated systems development, analyses and progress reporting, and auditing throughout the Air Force.

**Incumbent:** Lt. Gen. Jack G. Merrell

## The Deputy Chiefs of Staff



The various Air Staff functions are delegated to the director level. Headed by a Deputy Chief of Staff, the directorates are organized by relative functions into homogenous groups.

### The Deputy Chief of Staff, Personnel

**Functions:** Develops and directs the execution of plans, policies, and programs pertaining to military and civilian personnel of the Air Force. He develops systems designed to integrate fully qualified personnel at the time and place required for all weapon and support systems, and attendant operational requirements.

**Incumbent:** Lt. Gen. William S. Stone

### The Deputy Chief of Staff, Programs and Resources

**Functions:** Develops programs and requirements regarding the attainment of operating and supporting forces and directs the implementation of these programs. Exercises Air Staff leadership in effecting maximum balance of available resources and integration of effort toward operational capability of all weapon and support systems.

**Incumbent:** Lt. Gen. Robert J. Friedman

### The Deputy Chief of Staff, Plans and Operations

**Functions:** Formulates overall Air Force operational concepts, objective policies, plans, missions, and doctrine. Translates assigned roles and mission into tasks and determines force requirements to support approved national strategy. Responsible for functions which are in support of the JCS.

He is the operations deputy to the Chief of Staff in the latter's capacity as a member of the JCS and is responsible for USAF participation in joint and combined policy making, planning, and operational activities.

**Incumbent:** Lt. Gen. Keith K. Compton

### The Deputy Chief of Staff, Research and Development

**Functions:** Produces and directs Air Force plans, programs, policies, and procedures in the field of basic and applied research, advanced engineering development, research support, development planning, and test activities. Serves as the focal point for all matters relating to space, including the coordination of Air Force activities with other government agencies. Responsible for projecting developments to meet future Air Force mission requirements. Acts as the office of prime interest for the Office of Aerospace Research and directs the Air Force research and development activities in the nuclear energy field.

**Incumbent:** Lt. Gen. James Ferguson

### The Deputy Chief of Staff, Systems and Logistics

**Functions:** Manages activities in the field of logistical support for the Air Force and Reserve Forces which involves systems and support equipment development, quantitative logistical requirements determination, procurement, supply and services, production, industrial planning, maintenance engineering, and transportation. Responsible for the execution of the Air Force portion of the foreign mutual assistance program, small business affairs and technical programs security.

**Incumbent:** Lt. Gen. Thomas P. Gerrity



Lt. Gen. Stone



Lt. Gen. Friedman



Lt. Gen. Compton



Lt. Gen. Ferguson



Lt. Gen. Gerrity



## QUESTIONS & ANSWERS



**Will I receive earlier response and more personal attention to my correspondence if I address it to an individual at the Air Reserve Personnel Center?** No. Reply to correspondence is often delayed if it is addressed to an individual. Address all correspondence to: Air Reserve Personnel Center, 3800 York St., Denver, Colorado, 80205.

**Was I released from active duty by reason of "Hardship." My DD Form 214 shows a reenlistment eligibility code of RE-2. Can I reenlist in the Air Force?** Yes, if proof is submitted that the hardship no longer exists.

**Can an enlisted member of the Air Force Reserve retire at a specified age?** Age does not preclude an enlisted member of the AF Reserve from participation except that a reenlistment will not be authorized if the airman has reached his 64 birthday and has sufficient service to qualify for retired pay. However, points earned after qualification for retired pay under Chapter 67, Title 10, U.S. Code, cannot be counted in the computation of retired pay, unless the member was retained in an active status by the Secretary of the Air Force.

**Can a Reservist apply for a tour of duty in South Vietnam? Would his tour be shorter than regular extended active duty personnel?** A Reservist applying for recall to extended active duty may indicate in his application any and all geographical areas in which he would like to serve. There can be no assurance that such preference would be considered; however, since assignments are determined by specific needs of the service. Tours of duty in a given area are the same for all personnel.

**I am a 57-year-old retired Reservist who has fulfilled service requirements for retired pay at age 60. Am I eligible for exchange and commissary privileges now or must I wait until I am 60?** You are not eligible to buy from the exchange and commissary. These are privileges and benefits that accrue to a member who is receiving retired pay. You will be eligible for an appropriate identification card at the time you are certified for retired pay.

**I was assigned to ISLRS in 1959. I volunteered for an active Reserve assignment and participated over three years before my employer required me to travel so much that I was not able to remain active. I was recently notified that I have again been assigned to ISLRS. Can I obtain a Ready Reserve assignment now?** An officer assigned to ISLRS the second time for failure to meet annual participation requirements for retention of an active status is not entitled to be reassigned to an active status except when a waiver is granted. Normally only one waiver will be approved and the individual so advised at the time of the approval. A request for waiver will be considered only when return to Ready Reserve is in the best interest of the Air Force and he has been approved for assignment to a Ready Reserve unit (not Part III).

**What penalty may be imposed if a Nonprior Service Reservist who has served six months' active duty for training fails to perform his training duties which include serving annual 15-day tours during the entire period of his obligated service?** Reservists are required to attend at least 90 per cent of all scheduled unit training assemblies, plus an annual active duty tour, to maintain satisfactory participation requirements. At such time as a Nonprior Service Reservist becomes an unsatisfactory participant he may be recommended for a 45-day invoked tour to induce satisfactory participation. If, subsequent to performing the 45-day tour the individual continues to be an unsatisfactory participant, he may then be referred to the Selective Service System for induction.

VS from page 2

developed by the institute whereby diplomas may be earned for completing a series of courses. PDP is being developed in two ways.

One method involves the breaking down of current "long courses" into a number of courses, each requiring a course Examination. Completion of all courses leads to a diploma.

In the second method, a series of courses whose numbers would normally respond to the first two digits of a student's AFSC will be selected as a PDP. For example, a student with an AFSC in the 30 area can enroll in a PDP leading to a diploma in the communications and electronics field.

The initial programs will be announced in the near future and additional programs will be activated as new courses are added to the ECI inventory. The Post Office Department reports that some students taking Extension Course Institute courses are returning correspondence to Gunter AFB, Alabama improperly marked.

Pre-addressed indicia envelopes are furnished to Air Force Reserve students to transmit course solutions or related correspondence to ECI by regular first class mail. These envelopes are not to be indorsed with any additional services such as airmail, certified, registered, etc.

### Correspondence course . . .

Reserve officers may now enroll in a new correspondence program prepared by the Air War College.

Colonels, lieutenant colonels, and majors (with college degrees) who have completed the Air Command and Staff College are eligible to enroll.

The course normally spans two years and is divided into four volumes: *Bases of Power and Conflict*, *U.S. National Security Policy*, *Military Capabilities and Employment*, and *Military Strategy: Current and Future*. Reservists receive 35 points for each volume.

Applications should be submitted on Extension Course Institute Form 23 through the Reservist's unit.

### Former editor retires . . .

Colonel Joseph H. Friedmann, editor of The Air Reservist Magazine from June 1958 to October 1959, retired from the Air Force on October 1, after 27 years of service. He entered the New Jersey National Guard as a private in 1938. His last assignment was as director of Information for the 13th Air Force at Clark AB, in the Philippines.

Colonel Friedmann was cited for his contribution to Philippine-American relations by both the U.S. and Philippine Governments, receiving the Legion of Merit for his service in Southeast Asia.

### Correction . . .

We didn't intentionally demote Brigadier General Willard W. Millikan or Colonel William R. McCall Jr., in the picture caption on page 12 of our October issue. Actually, General Millikan commands the 113th Tactical Fighter Wing and Colonel McCall is chief of staff for Air, DCANG. Our apologies.



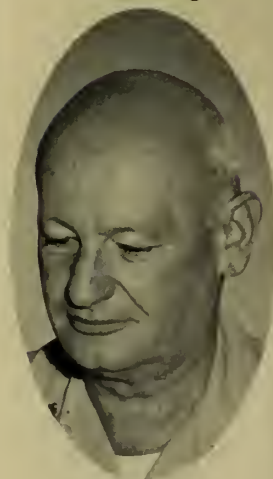
## The JAGAR Story...

*"We of the active duty establishment hold the JAGARS in the highest esteem as attorneys, and officers, of the U. S. Air Force Reserve."*

**Major General Robert W. Manss**  
*The Judge Advocate General, USAF*



Kandel



Scheinberg

*Focal point for increased utilization of JAGAR program will be the office of CONAC's Staff Judge Advocate Col. Alfred Kandel, with immediate supervisory control provided by assistant, Lt. Col. Herbert J. Scheinberg.*

## ...increased utilization of AFRes lawyers

THE Air Force Reserve's Judge Advocate General Area Representative (JAGAR) program is on the threshold of a major campaign to increase utilization of the JAGARS. Since the inception of the program, slightly less than four years ago, the Reserve-lawyer members continue to prove their augmentation capability by furnishing legal assistance to Regular and Reserve units and authorized individuals in almost every state of the nation.

In conjunction with the overall increased utilization of the Air Reserve Forces by the active establishment, Lieutenant General Cecil H. Childre, commander, Continental Air Command (CONAC), has solidly indorsed the plan which calls for extensive publicity informing all eligible units and personnel of the JAGAR capability.

Basically, JAGARS are Reserve lawyers who render legal assistance to eligible military personnel and their dependents and furnish legal services to active duty and Reserve units of the Armed Forces. Recent innovations have authorized JAGARS to present lectures at Reserve Officer Training Corps detachments and Civil Air Patrol units in connection with military law instruction, and to aid active duty casualty assistance officers in their work concerning survivor benefits and entitlements. JAGARS cannot accept fees, and are forbidden to represent a client in litigation. Essentially, their services include consultation and reference of particular situations to local bar organizations and legal aid societies through which the services of a non-military lawyer may be made available.

The spectrum of JAGAR aid is wide. In a recent survey of only 90 members, they reported completing the following

transactions during the past fiscal year: domestic relations, 427; wills, 192; real estate, 206; military affairs, 422; special projects, 202; lectures, 6 and, miscellaneous, 769. The miscellaneous area included transactions involving taxation, public relations, commercial transportation, and recruiting. The Air Force also has used JAGAR service in claims investigation of sonic booms. Cost reduction is an essential factor when claims are presented by residents of communities which are not situated near an active duty base, but are close to a JAGAR's home office or residence.

A specific instance of JAGAR augmentation involved USAF proposed real estate sales contract form and lease agreement form for use by military personnel in all states. Of necessity, such forms were subject to alterations and additional provisions to accommodate local law. The forms were evaluated by 51 JAGARS from 30 different states assembled by the CONAC Staff Judge Advocate and forwarded to the Judge Advocate General, USAF. The spring issue of the *Air Force JAG Bulletin* contained a sample lease form and acknowledged the invaluable assistance rendered by JAGARS.

Based on their current and extensive knowledge of local laws, JAGARS were helpful in another project concerning the methods servicemen should employ to establish legal domicile in the different states.

Approximately 55 members of the program are designated coordinators with the responsibility of supervising the activities of assigned JAGARS. They conduct a legal assistance program and maintain liaison with legal aid agencies within their areas. Additionally, they prepare effectiveness



ports, certify forms relating to point gaining activities, and advise their respective Air Force Reserve region staff judge advocates of the status of their JAGAR programs.

In order to qualify for a JAGAR assignment, the Reservist must be a graduate of an accredited law school; admitted to practice before the highest court of a state or before a Federal district court; hold a valid Reserve commission; and, be a member of the Judge Advocate General's Department (Reserve). Most JAGARS hold Part III mobilization assignments; however, certain members of the Judge Advocate General's Department (Reserve) are Part I assignees. All JAGARS except those in Part I are assigned to the 9525th Reserve Squadron, Denver, Colorado, which handles administrative and personnel functions for the members.

Although, as previously stated, the program affords Reserve lawyers the opportunity to supply legal services from their offices, there are some who have found they can provide more effective augmentation by pooling their talents. Forty-five JAGARS in the City of New York provide all types of legal services to the military community in the greater New York area on a regular basis.

Their headquarters office (and an exceptionally fine law library) is located in the U.S. Courthouse, Foley Square, New York. These Reservist-lawyers voluntarily have broadened the JAGAR mission to include effective liaison with state and federal judiciary, local governmental officials and associations. In addition, they maintain a vigorous public relations program for the Air Force and the Judge Advocate General Department; publish a monthly information bulletin, called *The JAGAR*, with a distribution in excess of 300; and,

on an annual basis, conduct a professional legal symposium with recognized panelists covering the particular field of law in which they specialize.

The New York City group volunteers for such other projects as indoctrinating ROTC cadets, law school students, and other military personnel on such subjects as military justice, the Code of Conduct, careers in the Air Force Judge Advocate General Department, and other specific legal subjects.

Plans are being developed for the establishment of similar, but smaller, JAGAR groups in the cities of Dallas, Texas; Chicago, Illinois; Los Angeles, California; and, Miami, Florida.

JAGARS perform inactive duty training without pay. They receive Reserve retirement credit for training.

The conscientious efforts of the JAGARS has done much to prove the feasibility of the concept of Reserve training through performing actual Air Force duties. In addition to providing a real and tangible benefit in the way of legal services to active duty Air Force units and individuals as well as units of the Reserves, the program produces skilled, professional officers to meet mobilization requirements.

JAGARS are capable of assuming a greater share of the legal assistance workload. All that remains now is for eligible units and personnel, including retirees, to seek out the nearest JAGAR, present the problem, and let him take it from there. JAGARS are located in almost every state.

Help in locating JAGARS may be had by contacting the staff judge advocate of the respective Air Force Reserve Region or the Office of the Staff Judge Advocate, Headquarters, Continental Air Command, Robins AFB, Georgia.



◀  
*Lt. Col. Durward B. Mercer, (r), an AFRes JAGAR serving in Macon, Ga., offers legal advice to retired Air Force Col. Robert Householder in the office of CONAC's SJA. Counseling active duty units and individuals are major phases of the JAGAR augmentation capability.*

▶  
*Capt. William H. Buchanan (r), receives the N.Y.C. JAGAR Office Award for his outstanding support of the legal program during 1965. Maj. Arthur Gerwin, Part I assignee with Hq. USAF and a N.Y.C. JAGAR, made presentation recently in behalf of the group.*





# Air Reserve Forces travelogue: Hawaii... California...Alaska

In August, the 107th Tactical Fighter Group of Niagara Falls, New York, became the first ANG unit ever deployed to the Pacific for a joint Air Force-Army exercise.

Named *Tropic Lightning*, the 120-day exercise ends in mid-December. It calls for ANG aircraft to provide close air support for the Army's Hawaii-based 25th Infantry Division.

The 107th flew more than 150 missions to deliver a variety of live ordnance to the exercise area about 200 miles from Hickam.

Late in September, six F-84Fs of the ANG's 122nd Tactical Fighter Group, Baer Field, Fort Wayne, Indiana, took over the air support missions for the remainder of *Tropic Lightning*.

Meanwhile, for two weeks starting August 14, Air Guardsmen of the 146th Air Transport Wing, Van Nuys, California, flying C-97s, were providing airlift for Army Guardsmen during the



F-100s of the 107th TFGp., Niagara Falls, N.Y., fly over Oahu's Koolau mountain range, Hawaii, during exercise "Tropic Lightning."

civil disturbance in the Watts section of Los Angeles. They flew 80 missions, carrying 5,667 troops and passengers, and 18,516 pounds of cargo in connection with the operation.

During the same month, Air Guardsmen of the 182nd Tactical Fighter Gp., Peoria, Illinois, were deployed to Alaska for *Diamond Lil XVII*, an operational mission of the Alaskan Air Command. Later, October 10-17, the 192nd Tactical Fighter Gp., Richmond, Virginia, arrived for *Diamond Lil XVIII*.

Air Reservists of the 302nd Troop

Carrier Wing, Clinton County AFB, Ohio, flew 15 of their C-119's to Elmendorf AFB, Alaska, for Army/Air Force mobility exercise *King Crab X*. From October 16-30, the unit flew airdrop sorties, personnel and equipment airlift and airdropped cargo and supplies.

At the close of *King Crab X*, exercise *Arctic Shore X* got underway with personnel of the 440th Troop Carrier Wing, General Mitchell Field, Wisconsin, participating. The unit is operating out of Eielson AFB, Alaska, and King Salmon Airport for the exercise.

## Help Wanted

### Officer

Pilot: 6-9-10-12 (Maj.); 1-2-4-5-7-8-11-13-14-15-17-19-20-22 (Capt.).  
Navigator: 4-5-7-19 (Capt.).  
Aircraft Maintenance: 1-3-5-6-10-13 (Capt.).  
Civil Engineer: 1-13 (Capt.).  
Communications-Electronics: 1 (Capt.).  
Information: 1 (Capt.).  
Medical Professional: 9 (Lt.Col.); 7-14 (Maj.).  
Medical Services: 10 (Capt.).  
Nurse: 4-6-7 (Capt.).  
Personnel: 9 (Capt.).  
Veterinary: 9 (Lt.Col.).

### Airman

Flight Mechanic: 7-19 (MSGt.); 9 (TSgt.).  
Loadmaster: 5 (TSgt.); 11-15 (SSgt.).  
Air Traffic Control: 6 (TSgt.); 12-15 (SSgt.).  
Aircraft Maintenance: 2-4-6-11-13 (TSgt.); 8 (SSgt.); 1 (AIC).  
Aircraft Accessory Maintenance: 13 (SSgt.).  
Aircrew Protection: 14 (AIC).  
Administrative: 11 (SSgt.).  
Communications-Electronics: 9 (TSgt.).  
Communications-Operations: 4-12 (SSgt.).  
Construction: 1 (AIC).  
Dental: 9-20 (TSgt.).  
Fabric, Leather and Rubber: 8 (SSgt.).  
Facilities: 7 (TSgt.); 3 (SSgt.).  
Food Services: 14-19 (TSgt.).  
Education and Training: 15 (TSgt.); 3-11 (SSgt.).

Fire Protection: 14 (MSGt.); 1-19 (TSgt.); 3-11 (SSgt.).  
Intricate Equipment Maintenance: 20 (TSgt.).  
Medical: 7 (TSgt.).  
Munitions and Weapons Maintenance: 12 (SSgt.).  
Personnel: 1 (TSgt.).  
Procurement: 9 (TSgt.).  
Training Devices: 9 (AIC).  
Transportation: 7 (AIC).  
Wire Maintenance: 15 (SSgt.); 17 (AIC).

Air Technician: 21 (Photo Technician and Repairman, NGW-11). Salary \$6,032; 21 (Fire Control Specialist, NGW-11). Salary \$6,032; 18 (Explosive Ordnance Technician, NGW-13). Salary \$6,219-\$6,884. Must possess AFSC 46430; 18 (Weapons Control System Technician, NGW-11). Salary \$5,740-\$6,614. Must possess AFSC 32251F and have had MG-10 experience; 16 (Weapons Control System Technician, NGW-11). Salary \$6,635.20. Must be TSgt. or below, possess a 32251F or 32271F AFSC and have two years F/TF-102A experience.

### JAGARS

Reserve officers who are lawyers are being sought for assignment with the Judge Advocate General Area Representative Program. Contact Lt. Col. Herbert J. Scheinberg, Office of the Staff Judge Advocate, Hq. Continental Air Command, Robins AFB, Georgia, 31094. (See story, page 12.)

**LEGEND:** Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies and the grades indicate the highest grade positions available. For example, pilots needed by No. 12 (939th Troop Carrier Gp.) in grades through major and by No. 1 (938th Troop Carrier Gp.) in grades through captain. Additional vacancies, not listed, exist at other Air Reserve Forces' units. For information on listed positions, write directly to the unit at the address shown in the right hand column. If you do not qualify for one of the positions listed but wish to participate actively in the Air Reserve Forces program, use the application form on this page.

### KEY

### UNIT

- 938th Troop Carrier Gp., Hamilton AFB, California.
- 452nd Troop Carrier Wg., March AFB, California.
- 932nd Troop Carrier Gp., Scott AFB, Illinois.
- 434th Troop Carrier Wg., Bakalar AFB, Indiana.
- 917th Troop Carrier Gp., Barksdale AFB, Louisiana.
- 926th Troop Carrier Gp., Alvin Callender Fld., New Orleans, Louisiana.
- 442nd Troop Carrier Wg., Richards-Gebaur AFB, Missouri.
- 902nd Troop Carrier Gp., Grenier Fld., New Hampshire.
- 514th Troop Carrier Wg., McGuire AFB, New Jersey.
- 914th Troop Carrier Gp., Niagara Falls, New York.
- 302nd Troop Carrier Wg., Clinton County AFB, Ohio.
- 939th Troop Carrier Gp., Portland IAP, Oregon.
- 937th Troop Carrier Gp., Tinker AFB, Oklahoma.
- 911th Troop Carrier Gp., Gtr. Pittsburgh AP, Pennsylvania.
- 446th Troop Carrier Wg., Ellington AFB, Texas.
- 147th Consolidated Maintenance Aircraft Sq., Ellington AFB, Texas.
- 433rd Troop Carrier Wg., Kelly AFB, Texas.
- 158th Consolidated Maintenance Aircraft Sq., Burlington MAP, Vermont.
- 941st Troop Carrier Gp., Paine Field, Washington.
- 440th Troop Carrier Wg., General Mitchell Fld., Wisconsin.
- Base Detachment, Hulman Fld., Terre Haute, Indiana.
- 146th Fighter Interceptor Sq., Gtr. Pittsburgh AP, Pennsylvania.

Please send me information on vacancies in the Air Reserve Forces for which I may be qualified.

NAME.....GRADE.....

SERVICE NUMBER.....AFSC.....

ADDRESS.....

ZIP CODE.....

MAIL TO: Air Reserve Personnel Center, 3800 York Street  
Denver, Colorado, 80205



# Civil Air Patrol

laborates in:

rescue operations,  
disaster relief work  
and space research

missions . . .

Laskan CAP units recently were  
ed upon to perform two separate  
ergency search and rescue missions.

CAP float plane rescued two teach-  
clinging to their overturned boat in  
izing waters of Kotzebue Sound.

he second search effort brought  
P units into action when a party of  
e hunters were forced to abandon  
r light aircraft and were unheard of  
two weeks. CAP aircraft from Cor-  
a and Fairbanks joined other search  
ancies in a massive hunt which ended  
n the trio was located safely on a  
ier near Hannah Lake.

aster relief . . .

ome 700 members of Louisiana's  
Air Patrol (CAP), assisted in res-  
disaster relief and clean-up opera-  
s in that hurricane-torn state during  
ember.

AP's entire Louisiana Wing was  
ted on September 8, when it became  
lent the state would receive the full  
e of *Hurricane Betsy*. Wing re-  
ces and personnel were made avail-  
e to Civil Defense.

hirty-five gasoline-driven, power  
erators, virtually all such equipment  
essed by Louisiana CAP, were  
ssed into service. They provided  
ergency power for many purposes,  
uding radio station broadcasting and  
preservation of food.

n addition, 75 CAP trucks, ambu-  
ces and jeeps were committed to the  
t of evacuation and rescue of strand-  
victims. Twelve aircraft were made  
ilable for surveillance and refugee-  
ting flights, while more than 100  
P radio stations, fixed and mobile,  
e put into emergency service. These  
mmunications facilities frequently  
e the only source which local Civil  
ense and other relief agencies had  
ilable to carry out their operations.

ummarizing CAP's role, Colonel Jo-  
h G. Ehrlicher, Louisiana Wing com-  
nder, stated: "Everything we had,  
generators, rolling stock and com-

munications facilities were used and  
many of our people even used their own  
automobiles and personal boats to assist  
in the 'little Dunkirk' which took place  
here. Our senior members and cadets  
. . . manned refugee shelters, flew aerial  
surveillance and refugee-spotting mis-  
sions, manned communications posts,  
assisted the Red Cross in food handling  
and distribution at the shelters, and  
drove ambulances and trucks."

Cited as indicative of the wide-rang-  
ing services performed by CAP person-  
nel was a mission flown by Major  
Eugene Schuler of the New Orleans  
Senior Squadron. The major flew a PA-  
12 aircraft for six hours immediately  
after the hurricane winds had subsided,  
broadcasting, via loudspeaker, informa-  
tion and guidance to thousands of  
stranded refugees. He advised them on  
evacuation routes and, in the case of  
roof-top victims, when and where res-  
cue could be expected.

CAP units in unaffected areas of the  
state and its Mississippi Wing also lent  
assistance. They flew clothing and other  
needed relief items into the stricken area.

CAP conference . . .

More than 400 CAP members gath-  
ered in Houston, Texas, October 28,  
for a two-day conference and election  
of national officers.

Host for the conference was Colonel  
Paul W. Turner, CAP, outgoing chair-  
man. The National Board, which directs  
the affairs of this all-volunteer public  
service organization, is comprised of  
eight region commanders and 52 wing  
commanders from the 50 states, the  
District of Columbia and Puerto Rico.  
The meeting was attended by repre-  
sentatives from CAP National Head-  
quarters at Ellington AFB, Texas.

Flying program . . .

CAP's cadet flying program received  
enthusiastic approval from members of  
the National Pilots' Association during  
the organization's annual board of di-  
rectors meeting in Wichita, Kansas.  
Colonel Allen F. Herzberg, USAF, CAP  
deputy national commander, headed a  
briefing team which outlined CAP's  
proposal to expand its pilot training  
program from the single encampment  
conducted this year to possibly three  
annual cadet flying encampments.

Firefly collection . . .

Assistance of the Puerto Rico CAP  
Wing has been requested by the Na-  
tional Aeronautics and Space Admin-  
istration's Goddard Space Flight Center  
of Greenbelt, Maryland, in providing  
fireflies for space research.

Life Scientist Anna Marie Yech of  
Goddard's Space Biology Branch, said,  
"The branch is involved in a program  
of life detection using the firefly to  
detect adenosine triphosphate (ATP), a  
substance essential in all life as it is  
known on earth. A large supply of fire-  
flies is needed in order not to hinder  
our research. The U.S. is limited as a  
source due to sharp seasonal changes.  
Therefore, we are looking to Puerto  
Rico as a year 'round source."

The center will use the fireflies in a  
life detection "firefly" instrument that  
contains all of the firefly's glow system  
except ATP. Thus when the instrument,  
carried aloft in balloons, sounding rock-  
ets or spacecraft, encounters a live  
microorganism in space, the ATP con-  
tained in it will complete the circuit  
and produce a glow indicating life.

The Puerto Rico Wing will collect,  
store and ship the fireflies to the Space  
Center headquarters.

*Hurricane relief supplies donated by citizens of Jackson, Miss., are loaded for  
flight to New Orleans by (l-r): Maj. W. C. Hux and Capt. G. C. Stringer of  
CAP, assisted by Capt. C. A. Trest, USAF, Mississippi Wing liaison officer.*







◀ Air Force Reservists of Omaha, Neb., Information Flight, recently teamed with local television station in presenting USAF film, "The Strategic Mixed Force." On camera (l-r), Maj. Robert Miller, flight comdr., announcer Paul Nesselroad and Maj. Albert McGill. Film is an example of presentations unit can provide civic, fraternal, or business groups.

▶ Master control panel used to launch "Gemini" astronauts, is examined by information specialists of 9265th ARSq., Stewart AFB, N.Y., during recent orientation tour of Cape Kennedy, Fla. (l-r): Lt. Cols. Francis Roy, John Barbero (seated), William Clark and Robert McCoy. Information on U.S. space program will be used by Reservists in addressing Northeastern civic groups.



## reserve camera ...community relations...aeromed evacuation...conversion



▶ Col. Thomas Bowie, (l) comdr., 941st TCGp., Paine Fld., Wash., accepts king-size key to C-124. Unit is one of several to convert from C-119s and assume a MATS global mission. Maj. Jack Lyons, active duty MATS pilot, makes presentation as Reservists (l-r) Maj. William McLeod and Warren Larson, and Capt. Eugene Turner and W. J. Howard observe.

◀ First scheduled aeromedical evacuation flight to Alaska by ANG's 146th AirTransWg., Van Nuys, Calif., is boarded by Air Guardsmen (l-r) Capt. Marilyn Becker and Carol Brown, SSgt. William Brinkman, TSgt. Ira Wilson and MSgt. Alfred Boyd. The 146th, flying C-97s, and seven other ANG transport groups, equipped with C-121s, recently assumed a significant portion of MATS' global aeromedical evacuation missions.



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AIR RESERVE PERSONNEL CENTER  
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CONAC ...is Seventeen



# CONAC is Seventeen...



C-46



B-26

*Reservists have employed a variety of aircraft which reflect the command's early mission areas: air defense, tactical aviation, airlift and training. Chronologically—by type—they were: C-46, C-47 and C-45 troop carriers; T-6, T-7, T-11, T-28 and T-33 pilot trainers; B-26 (previously designated A-26) light bombers; RB-26 and RF-80 tactical reconnaissance aircraft; and P-51 (later re-designated F-51), F-80 and F-84 fighter bombers. The Reserve aircraft inventory also included the C-123 which, until they recently were recalled by USAF, were flown by Reservists training in assault airlift tactics.*



F-80

THE Continental Air Command (CONAC) observed its 17th anniversary on December 1. It was established in 1948 and charged with the mission of organizing and training the Air Force Reserve.

CONAC also was given responsibility for inspection and supervision of training of the Air National Guard. In addition, it was responsible for the AFRO mission, but lost it to the Air University in 1952.

The legal basis for the formation of the Air Force Reserve came in 1946 with the passage of the Armed Forces Reorganization Act. The Act created the Air Force as a separate service.

Prior to World War II, the Army Air Corps Reserve included approximately 1,500 pilots qualified for flying. So only 800 of these were on active duty, leaving only 700 available for recall. Although this was not an imposing growth by today's standards, it was a sizeable augmentation for the active duty force of the Army Air Corps which, in 1946, had only 1,600 officers.

When the war ended, the Army Air Force offered Reserve commissions to its demobilized officers and, in the summer of 1946, began organizing Air Force Reserve training detachments in key population centers.

Following its establishment, CONAC's first large-scale action was to organize 20 troop carrier wings and five bomb wings. This was accomplished by merging the major resources and activities of the Air Defense Command (ADC) and the Tactical Air Command (TAC), augmented by three fighter wings inherited from the Strategic Air Command (SAC). Thus ADC and TAC were drastically reduced in size, with only their headquarters being retained within CONAC for planning and operational functions.

In addition to its responsibility for the Air Reserve Forces, the command's primary mission areas included the defense of the U. S. and tactical air support of the ground forces where required. Within two years, CONAC created the first air defense system in America's history.

With the outbreak of the Korean conflict in June 1950, TAC and ADC were reestablished as major air commands. They regained the tactical, troop carrier and air defense missions leaving CONAC the responsibility for the Air Force Reserve program.



In 1951 CONAC assumed the responsibility for training and equipping engineer aviation units to accomplish Air Force construction overseas. From 1951 until March 1956, in all engineer aviation units were returned to Army control, CONAC trained 57 units and deployed 33 overseas. In December of 1951, the first four of a total of eight Reserve districts and the first five of an eventual 20 specialist training centers entered the Reserve structure.

Marking a milestone in personnel administration, the Air Force Reserve Personnel Center was established on November 1, 1953. It maintains master personnel records on all Reservists on extended active duty. Also, it performs other personnel and administrative tasks for Reserve personnel. The center was redesignated the Air Reserve Personnel Center on September 1, 1965.

Reevaluation of the Air Force Reserve program in 1953 led to the establishment of the initial 50 Air Reserve centers April 1, 1954. The centers represented a consolidation of functions of Air Reserve districts, specialist training centers, and volunteer training units.

In 1955, increased emphasis was placed on the development of combat-ready Reserve Forces units capable of commitment and deployment on D-Day. The following year similar emphasis was given to qualifying individual Reservists for their D-Day assignments and aligning them with specific mobilization requirements.

In November 1956, a board was formed to review and identify USAF functions and tasks which could be performed in peacetime by the Air Reserve Forces. Operation Ton, in which the Reserve troop carrier wings had airlifted about one million pounds of equipment to the Caribbean, had already provided a striking demonstration of how the Reserve's transport capabilities could be utilized.

In June 1957, the Air Reserve Technician plan was implemented. It was intended to improve the combat readiness of the Reserve flying units by providing them with a cadre of trained, skilled personnel available for immediate mobilization if needed.

The Air Force's responsibilities with respect to the Civil Air Patrol (CAP), and the liaison and advisory organization,

Headquarters CAP-USAF, were transferred to CONAC's jurisdiction on January 1, 1959.

The Air Force's Plan for the Revised Management of the Reserve Forces (May 20, 1960) brought major changes: six Regions and 16 Sectors, manned by a combination of active duty and Reserve personnel, were established; responsibility for the supervision of training and inspection of Reserve Forces units was transferred to the gaining commands, thus ending CONAC's connection with the Air National Guard; and, the Air Force Reserve Recovery Program was activated.

National attention was focused on the Air Reserve Forces again during the Berlin contingency of 1961. The performance of the activated Reserve units provided tangible evidence of the value of the Reserve Forces to the Air Force and to the nation. Also, it demonstrated that Air Force concepts, plans and management techniques for the Reserve Forces were producing useful, capable and responsive augmentation forces which would make a substantial contribution to total aerospace power.

The Reserve Forces units recalled for the Berlin crisis had hardly been released from active duty when another situation required the mobilization of Air Force Reserve units. This was the Cuba crisis. Troop carrier units were needed to augment the active force.

At 9 o'clock on Saturday night, October 27, 1962, the call went out for 24 Air Force Reserve troop carrier squadrons and six aerial port squadrons. Twelve hours later 93 per cent of the more than 14,000 men were on duty and their aircraft in an optimum readiness condition. General Curtis E. LeMay, then Air Force Chief of Staff, stated, "I know of no comparable examples in the history of Reserve Forces to match this callup and an even larger one a year ago in the Berlin crisis. These forces were ready. They were trained. And they came through in emergencies. They were truly forces in-being."

The airlift capability of CONAC units earned similar praise during the Dominican Republic emergency of April 1965, and for the continuing support of active force commitments in Southeast Asia. For an up-to-date look at this major air command, see pages 4-11.

December 8-9, 1965

## DD Air Reserve Forces Realignment...

Secretary of Defense Robert S. McNamara announced, December 8, a realignment of the military forces which includes actions affecting the Air Reserve Forces. Eight Air Force Reserve troop carrier groups equipped with C-119s are to be inactivated by October 1967, and three Air National Guard air transport units having C-97s or C-121s will be inactivated by October 1966.

The rapid introduction of the C-141 transport into the Air Force and the resultant transfer of C-124s to the Air Reserve Forces will increase total airlift capability and permit a reduction in the number of Reserve transport units. Following is a list of the groups and squadrons to be inactivated as well as other pertinent actions:

Air Force Reserve troop carrier groups: 944th, March Air Force Base, California; 930th and 931st, Bakalar AFB, Indiana; 906th, Selfridge AFB, Michigan; 906th, Clinton County Air Force Base, and 910th, Youngstown Municipal Airport, both Ohio; the 924th and 925th at Ellington AFB, Texas.

Air National Guard: 195th Air Transport Sq. (C-97), at Naval Air Station, San Diego; 105th Air Transport Gp. (C-97), Westchester County Airport, New York; the 171st Air Transport Gp. (C-121), at the Greater Lehigh Valley Airport, Pennsylvania.

Other actions: ANG's 127th Tactical Reconnaissance Wg.,

Metropolitan Wayne County Airport, Michigan, will relocate to Selfridge AFB by July 1968; Civil Air Patrol Headquarters, Ellington AFB, Texas, will be relocated to Maxwell AFB, Alabama, by October 1967; Ellington AFB will be transferred to the ANG during 1967; and, the Air Force facilities at Portland International Airport, Oregon, will be transferred to CONAC by April 1966.

An example of Mr. McNamara's reference to more C-124s going to Reserve units is the December 9 announcement that the 349th Troop Carrier Wing at Hamilton AFB, California, and the 531st Troop Carrier Group, Kelly AFB, Texas, are to convert this summer.

In June, the 349th will be redesignated an air transport wing. During the summer, the wing's 938th Group, also at Hamilton, is slated to receive eight C-124s to replace its sixteen C-119s. Then it becomes the 938th Air Transport Group. In addition, the unit's authorized number of Air Reserve Technicians and other civilians will be increased from 115 to 164, and the Air Force Reserve personnel strength will be raised from 837 to 1,047.

Also during the summer, the Kelly group will replace its sixteen C-119s with eight C-124s and have its strength increased, going from 87 to 149 Technicians and civilians, and from 802 to 980 Reservists.





Typical of Reserve readiness, airlift capability and utilization, is this C-124 of CONAC's 442nd TCWg. on a MAC global mission to Saigon.

# This is CONAC Today

The Continental Air Command is one of the largest of the Air Force's major air commands. Its personnel, active duty and Reserve, are proud of their status as an integral part of USAF's "total force" structure.

Primarily, the CONAC mission is to supervise the Air Force Reserve. The command's responsibilities include:

- Command and operational control of assigned units and individuals. It also furnishes logistical, comptroller, administrative and personnel support to them.
- Training and inspection of units and individuals assigned to CONAC. (Examples: the Censorship squadron and its detachments . . . personnel holding mobilization assignments to CONAC.)
- Ordering assigned units and individuals to extended active duty in time of war or national emergency.

CONAC's headquarters is located at Robins AFB, Georgia. Its structure includes six Air Force Reserve Regions which are focal points for all Reserve activities within the continental U. S. Each is manned by a mix of active duty and civilian personnel augmented by Reservists. This allows a high degree of Reserve participation in the management of the program and saves active duty manpower spaces.

Subordinate to the regions are 16 sectors, 5 air rescue squadrons, 3 air transport wings, and 11 troop carrier wings and a number of non-flying units. The sectors supervise the training programs for individuals.

The most significant contribution of CONAC is to provide trained Air Force Reserve units and qualified individuals for active duty in the armed forces in time of war or national emergency.

There are about 400,000 members in the Air Force Reserve program. Of these, about 200,000 are *Ready* Reservists and 150,000 are *Standby* Reservists. A third category, the *Retired Reserve*, has another 50,000 Reservists assigned.

*Ready* Reservists may be called to active duty, voluntarily or involuntarily, in time of war or national emergency declared by the Congress or the President. Members of the *Standby* and *Retired Reserve* may be ordered to involuntary active duty only by the Congress.

The *Ready Reserve* includes a unit structure and an individual program. The *Standby Reserve* consists of individuals only. When a unit is recalled to active duty its mem-

bers also are mobilized. This enables them to continue to function as a unit and accomplish the mission in which they have trained. Individuals are mobilized for several purposes: to fill skill deficits, to help expand active duty or Reserve units, or to meet individual augmentation requirements. In instance, many of these Reservists train with the Air Force major air commands. If recalled, they would augment the commands to enable them to conduct sustained operations around-the-clock.

Other Reservists in the individual program are formed into non-pay groups to utilize their special talents or education acquired as civilians. Such groups are:

Judge Advocate General Area Representatives—they use their law training to provide legal assistance to active duty and Reserve units and to qualified personnel and dependents.

Research and Development Flights—specialists in the fields of science and technology. They perform special studies and projects for the Air Force Systems Command.

Information Flights—news media representatives and public relations counselors. They accomplish a similar mission in support of the Air Force's information objectives.

Academy Liaison Officers—Reserve officers from various walks of civilian life who represent the Air Force Academy across the country. They furnish enrollment information to candidates, conduct recruiting campaigns, and assist the Academy in selecting the best qualified applicants.



Under the Air Force's current concept, the Reserve Forces must be "Ready Now" to do the job. Therefore, a close working relationship exists between the units and individuals of the Reserve and the major air commands to which they are assigned. These commands are called gaining commands. They include: Air Defense Command, Air Force Communications Service, Air Force Logistics Command, Air Force Systems Command, Air Training Command, Air University,

Headquarters Command, Military Airlift Command, Strategic Air Command, and Tactical Air Command.

In peacetime, the gaining commands coordinate closely with CONAC and are responsible for the inspection, tactical evaluation, and supervision of training of Reserve units. The training requirements are the same as those prescribed for active duty units.

## Air Force Reserve Flying Units...

The Air Force Reserve contains flying and non-flying units. In the first category are the troop carrier wings with about 30,000 Reservists assigned, and the air rescue squadrons with over 500 personnel.

Air Reserve Technicians play an important part in the flying elements. These people function as Reservists during training periods and as Civil Service employees of the Federal Government at other times. They fill many of the key supervisory and skilled technical positions. This provides the high degree of continuity necessary for effective training and operation. There are about 90 technicians in each troop carrier group and 34 in each of the air rescue squadrons. The 11 troop carrier wings are equipped with C-119s, a medium size transport, and the 3 air transport wings with larger C-124s. These units help accomplish the important strategic and tactical airlift mission of the Air Force.

TAC is the gaining command for the C-119 wings. Their primary mission is to furnish assault airlift support for the Army's airborne and ground forces. They can drop paratroopers into forward combat areas or deliver vital supplies and equipment to isolated units on the ground.

The C-124 wings become part of MAC if called to active duty. The large cargo and fuel storage compartments of the C-124 allow long range movement of personnel, equipment, and supplies within and between theaters of operation. Air Force Reservists have made a significant contribution to Air Force objectives by furnishing immediate airlift augmentation during periods of crisis, in joint training exercises, and in accomplishing humanitarian missions.

### Crises...

*Timely and effective response . . .*

The 1965 crisis in the Dominican Republic placed a heavy airlift requirement on the Air Force. Operation *Power Pack*

began April 30 and that same day, within hours after being notified, Reserve aircrews responded. Throughout the crisis the Reservists flew missions directly into Santo Domingo or to other areas of the world, relieving their active duty counterparts for direct participation in the *Power Pack* airlift. These missions included destinations such as Saigon, Iceland, Greenland, Alaska, Brazil, Canada, Newfoundland, Puerto Rico and Labrador.

By June 30, the Air Force Reserve units had flown 1,747 missions, carried 5,115 passengers and airlifted 4,300 tons of supplies while logging 15,745 flying hours.

General Walter C. Sweeney Jr., then commander, TAC, commended the participating Air Force Reserve troop carrier units saying their, "Timely and effective response . . . has been invaluable to Air Force Atlantic's (AFLANT) airlift operations. . . . Their efforts during the past week again highlight the need to have this airlift potential available for such emergencies."

In the current buildup of military resources in Southeast Asia, the long range capability of the Reserve C-124s continues as a source of vital support to MAC. On a daily basis, these Reservists accomplish domestic and overseas missions airlifting cargo and personnel to such places as the Republic of Vietnam, Japan, Thailand, and the Philippines. Recently, the Reserve air transport wings also began flying MAC missions to Europe, transporting cargo to the air terminals at Chateauroux Air Station, France, and Wiesbaden Air Base in Germany.

This assistance to the active Air Force during periods of crisis was accomplished without resorting to mobilization. Part of the support occurred during annual 15-day active duty training periods. In most cases, the aircrews volunteered for short tours of active duty as the missions were in addition to their normal training requirements.

## LIEUTENANT GENERAL CECIL H. CHILDS

*CONAC's Commander, General Childs is responsible for maintaining the readiness of Air Force Reserve units and individuals. The general won his wings at Kelly Field, Texas, in 1936. During World War II, he commanded Brooks Field, Texas, and saw service in Guam and Hawaii. After the war he attended the Air Command and Staff School and remained as an instructor for four years. From 1950 to 1953, he held several assignments in Japan,*

*including command of the 6127th Air Transport Gp. and the 315th Air Div. He returned to the U.S. in April 1953 for duty in the Tactical Air Command. In June 1960, General Childs became the assistant deputy c/s, Plans and Programs, Hq USAF, and in 1962, became the assistant deputy c/s, Personnel. He was named U.S. representative to the Central Treaty Organization in January 1964, a post he held until he was selected to command CONAC.*







Joint training exercises . . .  
"in spite of bitter cold . . ."

[mobility on schedule]

Joint exercises are a major source of practical training for Reservists. For the past several years, they have furnished more than 50 per cent of the Air Force support of the Army in troop and equipment drop training within the United States. Over 94,000 paratroopers were dropped from Reserve aircraft during FY '65.

Two recent examples of joint training are *Arctic Shore X*, which ended November 13, and *King Crab X* held during October. In the *Arctic Shore* exercise in Alaska, Reservists of the 440th Troop Carrier Wing augmented Army airborne and ground forces dropping paratroopers and equipment. They also trained in assault airlift operations.

In *King Crab X*, the 302nd Troop Carrier Wing participants flew similar support missions for the Army's 60th Infantry Battalion during their maneuvers near Nome.

a/



b/

Two recent exercises meant realistic training for Reservists supporting Army ground and airborne forces in Alaska. . . .  
a/ A 302nd TCWg. plane is de-iced for a resupply mission during "King Crab X." . . .  
b/ Paratroopers board a 440th TCWg. transport for airlift to drop zones during "Arctic Shore X."

Another demonstration of the value of Reserve airlift support came during joint exercise *Northern Hills*. Held in Alaska during June, the training included courier and supply missions for Army infantry units. The Reservists also airdropped combat patrol team specialists.

How do Reservists measure up under extremely adverse conditions? A typical evaluation was expressed following *Arctic Shore* by Brigadier General Joseph Lingle, commander, 440th TCWg.: "In spite of the bitter cold, always below zero and down to -25 degrees F., maintenance personnel sustained a 94 per cent in-commission rate . . . they managed to provide aircraft to complete the employment, employment and redeployment missions on schedule. . . . Equally outstanding was the performance of aircrews."

## Humanitarian missions . . .

"prevented a catastrophic loss of life . . ."

The readiness and versatility of Air Force Reserve airlift units make them uniquely suited to contribute heavily to USAF's humanitarian objectives. Natural disasters, foreign and domestic, continually serve as the cause for the employment of the Reserve's airlift forces.

Recently, the fury of *Hurricane Betsy* brought death and devastation to large sections of Southeastern United States. In the four days immediately following the hurricane, troop carrier wings accomplished 138 airlift missions carrying 520 passengers and over 540 tons of cargo consisting of communications equipment, cots, blankets, food, first aid kit, kitchen equipment, and other emergency supplies.

Representative F. Edward Hebert of Louisiana called disaster relief operations a ". . . domestic version of Berlin airlift," and praised the Reserve response saying, "These Air Force Reserve citizen-airmen flew a total more than 430,000 ton-miles and 275,000 passenger-miles. The citizens of the New Orleans area are indebted to the Air Force Reservists and to the Continental Air Command commanded by Lieutenant General Cecil Childre."

In a letter to the CONAC commander, Congressman Mendel Rivers of South Carolina said, in part: "The timely and effective assistance rendered . . . prevented a catastrophic loss of life in the areas devastated by *Hurricane Betsy*. The assistance included the evacuation of thousands of civilians along with the provision of emergency housing, food, clothing, and medical care. The members of the Committee



Almost every Reserve airlift wing helped bring emergency supplies and equipment to aid victims of "Hurricane Betsy." A communications repair vehicle is unloaded from a 442nd TCWg. C-124 at New Orleans.



*Cooperation was the key to the success of last month's "Christmas Star" project in which Air Reserve Forces' aircraft played a major role in collecting and delivering gifts to servicemen in Vietnam.*

Armed Services are immensely proud of the dedicated men and women who demonstrated once again their unique ability to perform in an outstanding manner in time of peace, as well as in time of war."

CONAC recently served as coordinator for the Department of Defense and the Air Force in the nationwide collection and airlift of 227 tons of yuletide gifts to American servicemen in the Republic of Vietnam. Called *Christmas Star*, the project was an outstanding demonstration of cooperation by Air Force Reservists, Air National Guardsmen, and members of the active duty forces, as well as the employers who gave Reservists the necessary time off.

Triggered by President Lyndon B. Johnson's comments concerning the nation's gratitude to servicemen fighting in Southeast Asia, civic, fraternal and veterans organizations across the country collected tons of gifts. The special airlift which started November 17 was coordinated by the CONAC command post at Robins AFB, Georgia.

Air Reserve Forces aircrews accomplished the majority of the pick up and delivery flights. Within the United States, 48 Air Force Reserve aircraft—mostly C-119s—gathered the gifts and transported them to collection points on the West Coast. From there, 55 of the longer range Reserve C-124s and Air Guard C-97s and C-121s air-lifted them across MAC's Pacific air routes to their destinations. Assisting in the collection of gifts within the U. S. were aircraft of the Navy, Air Force Logistics Command and Strategic Air Command, which handled 18 tons.

Most aircraft also carried vital military supplies to Pacific air terminals designated by MAC.

By December 15, the Air Reserve Forces aircrews had transported more than 454,000 pounds of gifts, flying 95 missions within the U. S. and 50 to Vietnam.



*Reserve flying units are flexible . . . capable of responding immediately in a variety of humanitarian missions. In Montana, snowbound cattle were saved from starvation by Reservists dropping hay from 349th TCWg. aircraft.*

## Air Rescue . . .

The five Air Force Reserve Air Rescue squadrons (equipped with HU-16 aircraft) are assigned to the Military Airlift Command.

Their mission is to search for, locate, and recover personnel and equipment in support of global Air Force tactical operations. During peacetime, they participate in search and rescue missions and provide support to the active Air Force when combat units deploy overseas. In addition, they support MAC's commitments to the National Aeronautics and Space Administration (NASA) in almost all *Mercury* and *Gemini* manned space flights. The Reservists either man stations to help recover the astronauts, or relieve active duty rescue crews permitting them to fly recovery missions.

The squadrons played an important role during last year's crisis in the Dominican Republic. Volunteer aircrews from each of the five squadrons immediately went on 'round-the-clock standby status, ready to search for, rescue, and provide emergency medical assistance to the participating aircrews.

The Reservists also performed a vital mission during the 1961 Berlin contingency. Two crews from each of the air rescue squadrons volunteered for 60-day tours of active duty and manned stations at strategic jumping-off points for the Air National Guard jets flying to Europe.

Prominent members of the Reserve rescue teams are the highly trained pararescuemen. These men are specialists in several fields. They are precision parachutists; expert swimmers, familiar with the use of underwater breathing equipment; trained medical technicians in advanced first aid; and, thoroughly familiar with survival techniques.

The operational capability of these five squadrons is outstanding. Their 95 per cent personnel manning and aircraft-in-commission status are on a par with active duty units.

*Rescue specialists fly missions in support of MAC's Air Rescue Service, including backup flights for NASA's manned space probes. Here 305th ARescSq. Reservists prepare to drop an MA-1 survival kit during training tour.*





## Reservists' ingenuity...

In May 1965, the Reserve's 433rd Troop Carrier Wing at Kelly AFB, Texas, received the first *Air Force Outstanding Unit Award* to be presented to an Air Force Reserve unit. The wing developed what it terms the *Alamo Slingshot*, an improved low-level cargo ejection system for use in the C-119. Following tests conducted by TAC, the system was adopted by the Air Force.

*Typical of Reserve's resourcefulness is the "Alamo Slingshot," an improved cargo ejection system developed by 433rd TCWg.*

*Aircrews of 446th TCWg. have test dropped NASA's "Mercury" and "Gemini" space capsules, and will do the same with the "Apollo" spacecraft.*



## Aid to NASA...

Since January 1962, CONAC aircrews have assisted the National Aeronautics and Space Administration in man-in-space efforts.

Employing the versatile C-119, the Reservists have carried out 182 flights for NASA, airdropping 29 *Mercury* boilerplate capsules; 25 *Gemini* boilerplates; flotation gear and weight platforms. Missions also were flown to test electronic search and rescue devices to be used in capsule recovery operations.

*Mobile communications specialists handle control tower functions as part of their training conducted at AFCS facilities.*



*Under the medical service program, Reservists train with augmented active-duty counterparts. USAF hospitals provide the*



## Air Force Reserve Non-Flying Units...



CONAC also furnishes command and operational control of non-flying units having a variety of missions: air terminal, aeromedical evacuation, medical service, mobile communications, air postal, and censorship.

The mission of the 12 Air Terminal squadrons is to load and unload cargo, mail, passengers, and medical patients from transport aircraft. These units have a very high operational capability. Many are located at active Air Force bases and on weekend and summer training periods the Reservists work side-by-side with their active duty counterparts in operating the air terminal facilities. This training includes travel to overseas terminals such as Hickam AFB, Hawaii, where the Reservists are integrated into all phases of the terminal operations. MAC is their gaining command.

There are 14 Aeromedical Evacuation units. Unlike their active duty counterparts, the Reserve squadrons do not have aircraft and consist only of the medical flight crews—primarily nurses and medical technicians. These individuals can be utilized in any type of troop carrier or transport aircraft used to airlift patients. MAC is their gaining command.

An integral part of the Reserve medical capability are 131 Medical Service units strategically located throughout the U. S. These squadrons and flights are deployable, versatile organizations that train in active duty base hospitals. Their mission calls for them to be able to fuse with the active duty facility to provide immediate augmentation or expansion; to provide a replacement capability if active force personnel are deployed; and, to participate jointly with their parent medical facility in exercises and in minimizing local disasters. In addition, they can operate independently or can consolidate with other Medical Service units to perform hospital or casualty staging functions. Their gaining commands are the same as those of the Air Force hospitals at which they train.

Reserve Mobile Communications squadrons furnish a variety of services to meet Air Force requirements. Their mission is to move to a "bare strip" and furnish ground-to-air communications, establish homing beacons and navigational devices, and provide ground controlled approach facilities. There are three Reserve Mobile Communications squadrons with 21 detachments. The Air Force Communications Service is responsible for the supervision of training and inspection of these units.

There are two Air Postal groups: each has four flights. They are patterned after active duty groups in Europe and the Pacific. They provide complete postal and security courier service within a given area, and furnish immediate augmentation to the worldwide military postal and security courier network. During peacetime, they are assigned to CONAC for command, training, personnel administration, logistics support and inspection. If mobilized they would be deployed by the Postal and Security Courier Operations Division of the Air Force.

The Air Force Reserve includes one Censorship squadron with 11 detachments, trained for wartime duty in the National Censorship program. They may be assigned in the United States or overseas to assist, train, and supervise all personnel engaged in the intelligence function of censorship.

*Reservists perform ▲ all phases of air terminal operations, including loading and unloading vital military supplies, during training tours at MAC's globally dispersed facilities.*







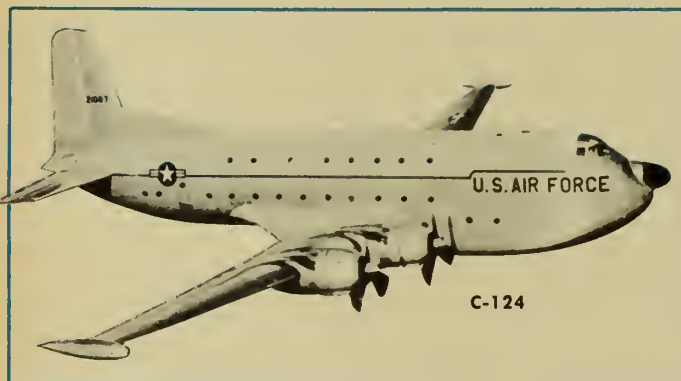
## Air Reserve Personnel Center...

*Computer tapes and personnel folders quickly provide accurate mobilization information on approximately 400,000 Reservists.*

An important part of CONAC is the Air Reserve Personnel Center (ARPC). It is located at Denver, Colorado. Using electronic data processing equipment, the center catalogues many items of vital information about each Reservist and processes millions of personnel actions each year. In an average day, the center receives almost 10,000 communications and sends out 10,000; pulls 8,800 record groups and refiles a like number; processes 3,400 personnel status changes and 2,300 address changes; and, publishes 1,500 orders for Reserve personnel.

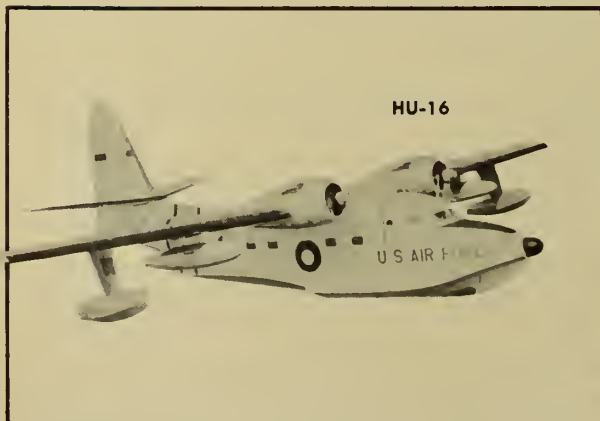
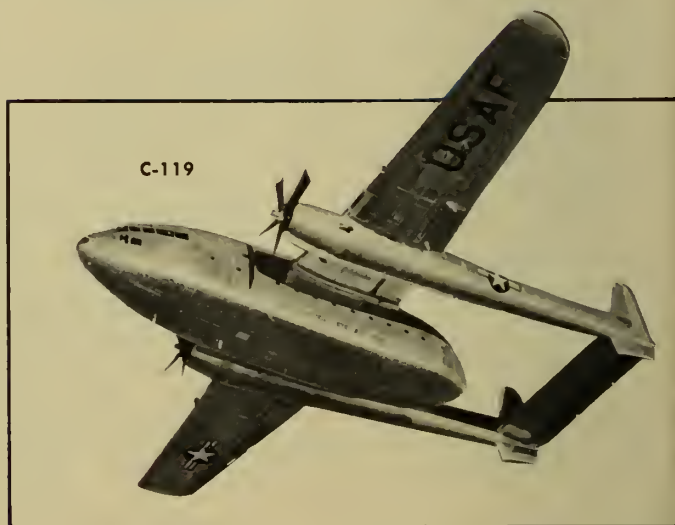
ARPC also processes the assignment and retirement of all Reservists as well as the initial active duty assignments of all Air Force ROTC graduates and individual Reserve officers being voluntarily recalled during peacetime.

In addition, the center selects and orders to active duty individual Reservists to fill manning vacancies that may exist in Air Force Reserve and Air National Guard units at the time of mobilization.



*Backbone of Reserve's airlift capability is its inventory of C-124s and C-119s. Since July 1, 1965, these aircraft were flown more than 28,000 hours to complete over 3,200 missions.*

## Air Force Reserve Aircraft...



*Reserve air rescue units are equipped with amphibious HU-16s; two of the five squadrons soon will convert to the larger HC-97.*





The Air Force Reserve program, similar to the other elements of the Air Force, is continually evaluated in efforts to identify new and better ways for the Reserve units and individuals to provide needed augmentation to the active duty forces.

Recent results of such evaluations produced plans to activate 20 new Air Force Reserve units and to initiate a new concept of specialty training for individual Reservists.

The new units, scheduled for activation this coming summer, consist of six Mobile Enroute Support squadrons, seven Mobile Maintenance squadrons and seven Supply Support squadrons. The Mobile Enroute Support squadrons will furnish overseas terminal services for MAC. The Air Force Logistics Command gains the other squadrons which will provide overseas depot level maintenance capability during contingency or limited war situations.

A test phase for the specialty training concept involves eight squadrons and 27 specialty training flights. They were organized November 1 and training begins this month. Assigned Reservists will train within a single specialty or related group of specialties. The program calls for non-pay, inactive duty training within flights plus a paid 12 to 15 day annual tour of active duty for training.

Another facet of USAF's continual search for increased utilization is its assignment of more modern aircraft to Reserve flying units. As jet and turbo-prop transports enter the active inventory, C-124s are becoming available and are being assigned to replace C-119s in the Air Force Reserve flying units. Seven groups now employ the C-124. Four more will convert in the near future. As they do, their missions and gaining commands change, going from assault lift for TAC to assisting MAC in accomplishing its global lift requirements.

Also, two of the Air Force Reserve's five Air Rescue squadrons are preparing to trade their HU-16 aircraft for HC-97. In addition, each of the five squadrons will be allowed to increase their personnel strength in March. At that time their manning level will be raised from a total of 565 individuals to 825.

Another part of CONAC is CAP(USAF), the headquarters through which the Air Force supports the Civil Air

Patrol. Organized in 1941, CAP is a federally chartered, nonprofit corporation and an auxiliary of the Air Force.

CAP's mission is to sponsor educational and training programs for adults and youths; to participate in USAF-authorized search and rescue missions; to assist government agencies in domestic emergencies and disasters; and, to cooperate with civil defense organizations as well as the Air Force Reserve.

Readiness and increased utilization, based on realistic training, are the major objectives of this command. The overnight response during the Cuban crisis . . . the ability to furnish disaster relief within hours . . . and the continual support of USAF airlift requirements throughout the world . . . prove that Reserve units are meeting objectives:

*"The Air Force Reserve is at the highest state of readiness in its history and constitutes a mighty force ready to respond to any national emergency."*

**Lt. Gen. Cecil H. Childre**  
Commander, CONAC

*"The worldwide airlift augmentation provided to MAC by the Air Reserve Forces is a significant factor in the fulfillment of our airlift commitments in Southeast Asia."*

**Gen. Howell M. Estes Jr.**  
Commander, Military Airlift Command

## Why Vietnam?

Reservists currently are engaged in supporting our commitments to Southeast Asia. They and everyone else should understand why we are there. A recent statement by President Lyndon B. Johnson expresses the purpose of our involvement. Excerpts follow: Every day someone asks: "Why are we in Vietnam?"

Every day I want to answer: Not for economic reasons; we are spending our treasure, not reproducing it, there.

And not for reasons of selfish pride; the lives of our sons are too great a price for national vanity.

Not for reasons of empire; our own sense of others' rights and the harsh judgments of history on the conquerors do not speak well of either the morality or the logic of imperial ambitions.

We are there because for all our

shortcomings, for all our failings as a Nation and a people, we remained fixed on the pursuit of freedom as a deep and moral obligation that will not let us go. . . .

And nothing, perhaps, appears so contradictory to the cause we serve as the use of force to advance it. Not even the absence of alternatives to the use of force to meet aggression lessens our distaste for it.

I know it is said by a few: "But Vietnam is different. Our stake there hardly justifies one boy's life."

Vietnam is different. The aggressor has chosen a different terrain, a different people, and a different kind of war to satisfy his appetite. But his goal is the same—someone else's freedom.

To defend that freedom—to permit its roots to deepen and grow without fear of external suppression—is our purpose in South Vietnam. Unchecked aggression against free and helpless

people would be a grave threat to our own freedom—and an offense to our own conscience. . . .

Our devotion to freedom is unyielding. So, too, is our hope for peace. Those who insist on testing either will find us earnest in both.







*An ANG "Stratotanker" refuels an F-4C, the Air Force's fastest operational fighter.*

## "tailored tankers" bridge refueling gap . . .

- *TAC and ANG Global Range Increased*
- *Ingenuity saves dollars, speeds responses*

*"The KC-97L aircraft will permit full utilization of the Air National Guard tanker force in proper support of overseas deployment of jet fighters plus further inclusion in many other Tactical Air Command war plans."*

**Maj. Gen. Donald J. Smith**  
chief of staff for Air, Illinois ANG

**T**HE Air National Guard's aerial refueling capability has progressed to a point where any aircraft capable of being refueled in mid-air can now be serviced by Air Guard tankers.

In August 1961, the Illinois-based 126th Air Defense Wing was converted to the 126th Air Refueling Wing, giving the ANG a new addition to its overall mission.

One month following its conversion, the 126th performed the first all-ANG air refueling operation using its KC-97G to service an F-84F from the 182nd Tactical Fighter Group, Peoria, Illinois.

By 1963, ANG's tactical fighters and reconnaissance aircraft were ranging non-stop to Alaska and Puerto Rico. These flights were made possible by the in-flight refueling service of the 126th.

To publicly demonstrate the Guard's new mobility, 19 F-100s and RF-84Fs took part in Operation *Ready Go* in August 1964. Flying from the U. S. to Europe, the 31 jets spanned the Atlantic in just nine hours. Three years earlier, during Operation *Stair Step*, it took three days of island-hopping



the aircraft to cover approximately the same route. They were being flown to Europe to reinforce U. S. tactical forces during the crisis in Berlin. Worldwide employment of ANG tactical aircraft in hours instead of days had become a matter of fact.

Despite these advances, the Air Guardsmen were still dissatisfied. The KC-97s were too slow to effectively handle most high performance jets. For example: to refuel F-100s and RF-84s, the tanker had to perform a maneuver called tobogganing (a dive technique used to increase the speed of the tanker). This resulted in an altitude loss which then forced the aircraft into adverse weather creating hookup problems. It also caused the jets to consume excessive fuel. The tankers often had to reduce their takeoff weights in order to reach the speed of the aircraft being fueled. This weight limitation severely restricted the amount of fuel available for the receivers. Also, additional tankers were required for any large-scale refueling operation. This reduced the full use of the ANG tanker potential.

When USAF began phasing out the out-dated KB-50 tankers, the Illinois Air Guardsmen recognized the possibility of using these jet engines and radar-rendezvous gear for their KC-97s. Based on a modification plan submitted

to USAF, they were given the "go ahead" to develop a prototype.

On May 27, 1964, the Illinois Air National Guard received the first modified tanker, the JKC-97G. The conversion job was accomplished in less than eight weeks using materials from KB-50s slated for the scrap heap. During a test program, the tanker demonstrated its ability to refuel F-84F, F-100, F-101, B-66, F-4C and F-105 aircraft at altitudes above 20,000 feet and at speeds suitable for the high performance jets.

Based on the success of the tests, USAF authorized the jet modification of the entire ANG tanker fleet.

Now designated the KC-97L, the Stratotanker is in full use by both ANG refueling wings—the 126th in Illinois and the 136th in Texas (the 136th was converted on February 1, 1965).

The addition of two jet engines has greatly improved the capability of the Air Guard's tankers:

- Air refueling altitudes have been increased by about 10,000 feet.
- Air speeds have been raised by almost 50 knots.
- Takeoff rolls have been reduced to about one-half, enabling the tankers to make short field takeoffs and landings.

- The six-engines (two jet and four propeller-driven) add a valuable safety factor. Chances of an accident through the loss of a regular engine on takeoff are greatly reduced.

- Reduced reciprocating engine power requirements through the added jet thrust will extend engine life and cut overhaul costs. This factor alone will probably more than pay the cost of the modification (about \$22,000 per plane).

Another example of ANG's refueling proficiency was demonstrated during the joint Army/Air Force exercise *Tropic Lightning II* which ended last month. F-100 and F-84 jets of the 107th and 122nd Tactical Fighter Groups flying to Hawaii for the exercise were refueled along the 2400-mile overwater route by KC-97Ls. The entire aircraft deployment and refueling were accomplished by ANG crews and planes.

The days of island-hopping are history for the Air National Guard's tactical fighter and reconnaissance aircraft. Overseas staging areas are just hours away. In addition, the ANG now can fulfill a broader spectrum of Tactical Air Command requirements. The KC-97L gives the Air Guard another valuable role in our defense program.

*Before: Pylons extending from KC-97 wings only served to carry an additional supply of fuel.*



*Maintenance specialists of 136th Air Refueling Gp. change a KC-97 conventional engine. By adding jets, fewer such changes will be necessary, thus saving time and money.*



*After: By replacing fuel tanks with jet engines from phased out KB-50s, ANG tankers fly faster and higher.*



Alaskan exercises . . .

Temperatures that ranged from minus 15 degrees to minus 25 degrees, 10 inches of snow on the ground, and a phenomenon called "ice fog" greeted 200 Air Force Reservists from the 440th Troop Carrier Wing, General Mitchell Field, Wisconsin, during Exercise *Arctic Shore X* in Alaska. The exercise was held October 30 to November 13 at Eielson AFB, near Fairbanks. It was part of joint Air Force/Army training in which 14 C-119s from the 440th flew 59 missions from Fairbanks to King Salmon AF Station near Kodiak Island. The Reservists dropped para-troopers and equipment and also trained

in aerial resupply techniques and air-borne assault operations in the arctic.

Earlier, during October, 216 men of the 302nd Troop Carrier Wing, Clinton County AFB, Ohio, found Alaskan weather milder. They took part in *King Crab X*, also a joint Air Force/Army exercise. Twelve planes from the 906th and 907th Troop Carrier Groups of Clinton County AFB, plus three planes from the 912th and 913th Troop Car-Groups of Willow Grove Air Reserve Facility, Pennsylvania, departed for Alaska on October 16. A small advance party had gone to Elmendorf AFB

earlier. During the maneuver the Reservists ferried men of the Army's 60th Infantry Battalion to Nome and kept them supplied with all necessary equipment to maintain them in the field. Planes and crews not engaged in the exercise flew training missions coordinated with the Alaskan Air Command.

Air National Guard units will provide airlift and tactical air support for Air Force/Army exercises, *Diamond XIX* and *Polar Sweep*, to be concurrently conducted in Alaska during late January and early February.

# Help Wanted

**LEGEND:** Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies and the grades indicate the highest grade positions available. For example, pilots are needed by No. 24 (109th Air Transport Wg.) in grades through captain, and photomapping specialists by No. 13 (917th Troop Carrier Gp.) in grades through airman second class. Additional vacancies, not listed, exist at other Air Reserve Forces' units. For information on listed positions, write directly to the unit using address given. If you do not qualify for one of the positions listed but wish to participate actively in the Air Reserve Forces program, use the application form on this page.

| KEY  | UNIT |
|--|------|
| 1. 4th Air Postal Flt., Maxwell AFB, Alabama.                          |      |
| 2. 2nd Air Postal Gp., Fort Miley, San Francisco, California.          |      |
| 3. 5th Air Postal Flt., Fort Miley, San Francisco, California.         |      |
| 4. Det. 5, 12th Mobile Communications Sq., Hamilton AFB, California.   |      |
| 5. 942nd Troop Carrier Gp., March AFB, California.                     |      |
| 6. 940th Troop Carrier Gp., McClellan AFB, California.                 |      |
| 7. 8th Air Postal Flt., Oakland Supply Center, Oakland, California.    |      |
| 8. 905th Troop Carrier Gp., Bradley Fld., Windsor Locks, Connecticut.  |      |
| 9. 915th Troop Carrier Gp., Homestead AFB, Florida.                    |      |
| 10. 445th Troop Carrier Wg., Dobbins AFB, Georgia.                     |      |
| 11. Det. 7, 13th Mobile Communications Sq., Robins AFB, Georgia.       |      |
| 12. 11th Mobile Communications Sq., Scott AFB, Illinois.               |      |
| 13. 917th Troop Carrier Gp., Barksdale AFB, Louisiana.                 |      |
| 14. 442nd Troop Carrier Wg., Richards-Gebaur AFB, Missouri.            |      |
| 15. Det. 3, 11th Mobile Communications Sq., Offutt AFB, Nebraska.      |      |
| 16. 88th Air Terminal Sq., McGuire AFB, New Jersey.                    |      |
| 17. Det. 4, 11th Mobile Communications Sq., Suffolk Co. AFB, New York. |      |
| 18. 937th Troop Carrier Gp., Tinker AFB, Oklahoma.                     |      |
| 19. Det. 1, 13th Mobile Communications Sq., Bergstrom AFB, Texas.      |      |
| 20. 941st Troop Carrier Gp., McChord AFB, Washington.                  |      |
| 21. 144th CAMRON, Fresno ANG Base, California.                         |      |
| 22. 1127th USAF Field Activities Gp., Fort Belvoir, Virginia.          |      |
| 23. 133rd Air Transport Wing, Minneapolis-St. Paul IAP, Minnesota.     |      |
| 24. 109th Air Transport Gp., Schenectady Co. AP, New York.             |      |
| 25. Base Detachment, Hensley Field, Dallas, Texas.                     |      |
| 26. Tactical Air Command (DPPL), Langley AFB, Virginia.                |      |
| 27. Air Force Systems Command (SCPR), Andrews AFB, Washington, D. C.   |      |
| 28. Military Airlift Command (MAPPPR), Scott AFB, Illinois.            |      |
| 29. Air Force Logistics Command (MCA), Wright-Patterson AFB, Ohio.     |      |
| 30. Air Defense Command (ADPDC-A), Ent AFB, Colorado.                  |      |
| 31. 106th Air Transport Gp., NYANG, USNAS New York, 11234              |      |

| Officer  | Aircraft Accessory Maintenance:  |
|--|--|
| <i>Electronic Warfare:</i> 22 (Capt.).   | 11-14-17-18 (TSgt.); 10-15 (SSgt.); 8-9 (A2C).   |
| <i>Flight Nurse:</i> 24 (Capt.).   | <i>Aircraft Maintenance:</i> 6 (SMSgt.); 14 (SSgt.); 5-18 (A1C); 8 (A2C).                    |
| <i>Intelligence Officer:</i> 22 (Capt.).   | <i>Air Police:</i> 5 (A1C); 18 (A2C).  |
| <i>Intelligence—Air Targets:</i> 22 (Capt.).   | <i>Aircrew Protection:</i> 5 (A2C).  |
| <i>Medical Officer:</i> 22 (Capt.).  | <i>Armament Systems Maintenance and Operator:</i> 6 (MSgt.); 5 (TSgt.); 14 (SSgt.); 9 (A2C). |
| <i>Scientist Specialist:</i> 22 (Capt.).   | <i>Civil Engineering—Mech/Elec:</i> 14 (TSgt.); 5-13-18 (A1C); 8 (A2C).                      |
| <i>Pilot:</i> 24 (Capt.).  | <i>Civil Engineering—Structural/Pave-ments:</i> 6-14 (MSgt.); 5-18 (SSgt.); (A1C).           |
| Airman   | <i>Civil Engineering—Sanitation:</i> 5 (A1C).  |
| <i>Accounting-Finance-Auditing:</i> 5 (TSgt.); 18 (SSgt.); 14 (A1C).   | <i>Communications-Electronics Systems:</i> 18 (SMSgt.); 4 (MSgt.); 11-12                     |
| <i>Administrative:</i> 14-22 (TSgt.); 3-7-10 (SSgt.); 1-5-16 (A1C).  |  |
| <i>Aerospace Control System Operations:</i> 6 (SMSgt.); 4-11-12-17 (MSgt.); 14 (TSgt.); 5-10-15 (SSgt.); 18 (A1C). |  |

(TSgt.); 5-9-10-14-15-17 (SSgt.); 19 (A1C).  
*Communications Operations:* 18 (SMSgt.); 12 (TSgt.); 4 (SSgt.); 5-17 (A1C); 8-14 (A2C).  
*Data Systems:* 5-14 (TSgt.); 18 (A1C); 9 (A2C).  
*Dental:* 5-6-10-13-14-18-20 (SSgt.); 8 (A2C).  
*Education and Training:* 14 (TSgt.); 5-10 (SSgt.).  
*Fabric, Leather & Rubber:* 18 (SSgt.).  
*Food Services:* 6 (SSgt.); 5-13 (A1C); 18 (A2C).  
*Fuel Services:* 14 (TSgt.); 5-18 (A1C).  
*Information:* 10 (SSgt.).  
*Intelligence:* 22 (MSgt.).  
*Intelligence-Language:* 22 (MSgt.).  
*Medical:* 5-6-10-13-14-18-20 (TSgt.); 8-9 (A2C).  
*Metal Working:* 6-18 (SMSgt.); 5 (SSgt.); 14 (A1C); 8 (A2C).  
*Personnel:* 5 (MSgt.); 2 (TSgt.); 18 (SSgt.).  
*Photographic:* 13 (A2C).  
*Photomapping:* 13 (A2C).  
*Printing:* 18 (A2C).  
*Procurement:* 10 (SSgt.).

*Safety:* 6-14 (TSgt.); 10 (SSgt.).  
*Supply:* 1 (SSgt.); 5 (A1C); 18 (A2C).  
*Training Devices:* 6 (MSgt.); 5 (TSgt.).  
*Transportation:* 6-10-14 (SSgt.); 9-16-18 (A1C); 5 (A2C).  
*Wire Communications Systems Maintenance:* 10-14-18 (TSgt.); 4-11-12 (A1C); 8-9 (A2C).

**Air Technician**  
*Aeronomedical Technician:* 23 (NGC-7). Salary \$6,050 per year. Must possess AFSC A90250/70.  
*Aircraft Radio Maintenance Technician:* 31 (NGW-12). Salary \$6,926. Must possess AFSC 30150 or 30170.  
*MG-10 Fire Control System Specialist:* 21 (NGW-11). Starting salary \$6,739. AFSC 32251 or 32271 required, plus F-102 experience. Maximum grade TSgt.  
*Maintenance Control Superintendent:* 25 (NGWS-10). Starting salary \$8,299.20 per year. AFSC 4344 or 4355 and military grade of lieutenant or captain required.

MOARS Part 1

Many Mobilization Assignee (Part 1) positions (officer/airman) exist throughout the Air Force. Major air commands have a number of slots in the grade of lieutenant and captain. Applicants also are needed for limited field grade vacancies in the more technical career areas. Especially sought are officers for positions at right. Applicants should complete AF Forms 1288 and 1051 in duplicate and forward to the appropriate command.

*Administrative Services:* 27-28-30.  
*Aircraft Maintenance:* 26-27-28-29-30.  
*Air Police:* 26-27-28-29-30.  
*Avionics/Munitions:* 26-28-29.  
*Civil Engineering:* 26-27-28-29-30.  
*Communications-Electronics:* 27-28-29.  
*Development Engineering:* 27-29.  
*Finance:* 26-27-28-29.  
*Legal:* 26-27-28-29.  
*Personnel:* 26-27-28-29.  
*Supply:* 26-27-28-29-30.  
*Transportation:* 26-27-28-29-30.

Please send me information on vacancies in the Air Reserve Forces for which I may be qualified.

|                |          |
|----------------|----------|
| NAME           | GRADE    |
| SERVICE NUMBER | AFSC     |
| ADDRESS        | ZIP CODE |

MAIL TO: Air Reserve Personnel Center, 3800 York Street, Denver, Colorado, 80205



Taking part will be F-84Fs of the 8th Tactical Fighter Group, Springfield, Ohio, and RB-57s of the 110th Tactical Reconnaissance Group, Battle Creek, Michigan. Army Guardsmen participating will be airlifted to and from Alaska by Air Guard transports.

Exercise *Polar Sweep*, a joint Alaskan command exercise, is a continuation of a series which included Exercise *Polar Mike* of 1965. *Diamond Lil XIX* is the continuation of an operational mission of the Alaskan Air Command.

manitarian . . .

Routine over-water training missions of three Air National Guard transport planes became life saving aeromedical evacuation flights during November.

On November 6, a 172nd Air Transport Group crew from Jackson, Mississippi, including three ANG flight nurses and two medical technicians, picked up a seriously ill patient at Ramey AFB, Puerto Rico. Nearing Charleston, South Carolina, the C-121 lost an engine. The pilot radioed ahead and when he brought the crippled plane to a safe landing at Charleston, a C-130 was standing by. The patient and ANG medical crew were quickly transferred to the waiting aircraft for the remainder of the flight to Andrews AFB, Maryland.

On November 14, a 106th Air Transport Group crew from Brooklyn, New York, on a training mission to the Dominican Republic and Puerto Rico, was diverted to Nassau. There five badly burned survivors of the ill-fated cruise ship Yarmouth Castle were taken aboard and flown to Miami, Florida.

On November 20, a 145th Air Transport Group crew from Charlotte, North Carolina, were returning to the U.S. from Europe when they were ordered to Harmon AFB, Newfoundland. They picked up the ill son of an Air Force sergeant, air evacuating the youngster and accompanying medical attendants to McGuire AFB, New Jersey.

people . . .

The following officers, closely associated with the Air Force Reserve, have retired or are slated to do so: Major General Chester E. McCarty, deputy Air Force Reserve Affairs and assistant chief of staff for Reserve Forces from 1960 to 1963, February 28. . . . Major General Albert T. Wilson, former commander, Continental Air Command, November 1965. . . . Brigadier General J. L. Riley, commander, Air

Force Reserve activities in Texas, Louisiana, New Mexico, Oklahoma and Arkansas, November 1965. . . . Colonel Downs E. Ingram, deputy assistant chief of staff for Reserve Forces, Pentagon, July 1965.

Ordered to new posts were: Major Ellis C. Stewart, assistant chief of Liaison and Information Division, office of the assistant chief of staff for Reserve Forces since 1959, to office of the deputy for Reserve and ROTC Affairs, Pentagon. . . . Captain Kenneth E. Klein, executive officer to the assistant chief of staff for Reserve Forces since 1960, new assignment pending. . . . Master Sergeant Junior B. Best, administrative supervisor with the office, assistant chief of staff for Reserve Forces, to Air Force Systems Command.

Cited for heroism in South Vietnam and awarded the *Air Medal* was Captain William F. Lucas, now an Air Force Reservist and resident doctor at Baylor Hospital, Dallas, Texas. . . . Commended for heroic action during *Hurricane Betsy*, was Technical Sergeant Harland M. Jenkins, 214th GEEIA Air National Guard Squadron, New Orleans, Louisiana. Working around-the-clock with other members of his unit, he helped save many lives.

Major James C. Hall, Air Force Reservist, recently tested an aircraft ejection seat designed to enable aviators to eject at zero altitude and air speed. He was thrust approximately 400 feet into the air, parachuting safely to the ground 25 seconds after ejection. The new system is being installed in some Air Force fighters.

#### CAP News . . .

Civil Air Patrol observed its 24th birthday as a volunteer public service organization on December 1. . . . National leaders of the CAP flew to Stockholm, Sweden to attend a planning conference for the 1966 International Air Cadet Exchange. The two-day conference, held November 8-9, was hosted by the Royal Swedish Aero Club. . . . Colonel Lyle W. Castle, CAP, was elected chairman of CAP's national board, at a meeting in Houston, Texas in October. He succeeds Colonel Paul W. Turner. . . . For the third consecutive year, 27 individual states have appropriated funds to assist their respective CAP wings. Figures released by the Staff Judge Advocate office of CAP's national headquarters show funds totaling \$511,156 for 1965, an increase of \$61,994 over 1964. Individual state appropriations differ. Receiving the largest amounts were New York (\$69,150), Illinois (\$46,055) and Arizona (\$39,850).

## the air reservist

Vol. XVII—No. 10 Dec. '65/Jan. '66

AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

**General John P. McConnell**

Chief of Staff, United States Air Force

**Maj. Gen. Curtis R. Low**

Ass't Chief of Staff Reserve Forces, USAF

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OUR COVER



R . . . salutes CONAC and its Air Force Reservists, featured in this issue. . . . Maj. J. H. Whitlinger, Reservist pilot, 442nd TCWg., Richards-Gebaur AFB, Mo., looks on as a Vietnamese mechanic readies his C-124 for its return flight from Saigon.





▲ Three Bell Telephone companies received the "AF Award for Outstanding Support of the Air Reserve Forces," in November. Accepting for New England Telephone was A. G. Barry, pres. (l-r): Maj. Gen. J. S. Holtoner, vice comdr., CONAC; Barry; Lt. Gen. W. S. Stone, DCS/P, Hq USAF; and T. M. Hennessey, vice pres. Other recipients: Southern Bell Telephone & Telegraph, and Illinois Bell Telephone & Telegraph.

▼ Lt. Col. R. D. Johnson, (r) was named "Outstanding AF Academy Liaison Officer Coordinator" during recent Colorado Springs conference. Brig. Gen. R. F. McDermott (l) academy dean of Faculty, presented award. Others cited during the meeting were: Col. J. Melson; Lt. Col. J. Dill; Majors D. Oliver, W. McNeil, L. Hussey, and A. MacFadden; and Capt. H. Hirsch.



## reserve camera awards . . . "twelve o'clock high" . . . orientation flight

Reservists of Portland's 939th TCGp. contributed to CAP's aerospace education objectives by taking Oregon cadets on C-119 orientation flights. Coordinating mission details (l-r): Col. Vern Acker, 939th comdr.; Lt. Col. Hugh Angle, CAP Wg. information officer, and Lt. Col. H. F. Mellor, deputy comdr., 939th.



◀ Actor Chris Robinson, (l) who portrays a WWII B-17 flight engineer-gunner on television's "12 O'clock High" series, views the interior of a KC-97L tanker during a recent visit to the ANG's 108th Air Refueling Sq., O'Hare IAP, Chicago. With him are ANG flight engineers, Master Sergeants Jack Lindquist, Mel Lacey and Roger Lasko, all of the 108th Air Refueling Sq.

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# ***the air reservist***

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES



THE AIR NATIONAL GUARD . . .



# The Air National Guard 1908-1966



*"Since its inception, the Air National Guard has been 'ready' in the tradition of the 'Minutemen' . . . ready in crises or conflict to back up our nation's convictions. Our airlift support to our forces in South Vietnam emphasizes this spirit and desire to serve the United States.*

**Brig. Gen. I. G. Brown, USAF**  
Assistant Chief NGB, for ANG



*Earlybirds—Private Havens and Lieutenants Milling and Hennesy (above). (r), Havens lands his Curtis "pusher."*

**T**HE Air National Guard is a relatively young organization. It did not become a separate Reserve component until 1946. However, it can trace its heritage through the Army National Guard to the militia of colonial times.

The first aviation unit of the National Guard was organized in 1908, five years after the Wright brothers made their historic flight at Kitty Hawk, North Carolina. It was the 1st Aero Company, Signal Corps, National Guard of New York. The unit consisted of approximately 25 men . . . but no "aeroplanes." These early airmen were trained in balloon handling.

In 1911, the Curtis Airplane Company provided the unit with both a machine and a man to fly it. The pilot, Beckwith Havens, later joined the company as a private and is recognized as the National Guard's first military aviator.

In 1915, the Aero Club of America, at a total cost of approximately \$29,500, equipped the unit with five airplanes. [Today, a single F-105 used by the ANG costs the government approximately 2.4 million dollars.]

Flight training was conducted at Mineola, New York. Members of the 1st Aero Company were called to active duty for a short period during the Mexican Border mobilization of 1916, serving at Mineola.

Meanwhile, the 2nd Aero Company had been organized at Buffalo, New York, and other states began forming companies.

Although no Guard aviation units were mustered into Federal service during World War I, most Guard aviation personnel served with other U. S. units in the conflict. Following the war, flying units became a recognized part of the Guard structure.

With the advent of World War II, 29 observation squadrons with 4,800 National Guardsmen were called to active duty. They provided the Army Air Corps with trained personnel who played a significant role in the rapid expansion of that fledgling service.

Following World War II, all National Guardsmen were demobilized and the officers were offered a Reserve commission.





*Curtis "Jenny" of Minnesota Guard aero squadron is inspected by (l-r): state Adjutant General W. F. Rhinow; Maj. R. S. Miller, later a brigadier general; Gov. J. A. A. Burnquist; and an unidentified pilot. Minnesota's 109th Aero Sq., was formed after a 1920 flight to Washington, D. C., by a Maj. W. C. Garis, who discussed unit with Gen. Billy Mitchell. Garis made the trip in a rented "aeroplane."*

sion in the Army Air Forces.  
In December 1945, an aviation division was established  
in the National Guard Bureau.

On June 30, 1946, the first Federally-recognized ANG  
unit was activated. It was the 120th Fighter Squadron at  
Ft. Collins, Colorado.

Two years later, Continental Air Command was estab-  
lished and given the responsibility for the inspection and  
supervision of training for the Air National Guard. [This  
command was retained until 1960, when these functions were  
transferred to the gaining commands.]

At the outbreak of the Korean conflict in June 1950, the  
Air National Guard had 27 Federally-recognized wings. Twenty-two  
of these with 66 tactical squadrons and some 45,000 officers  
and men, were called to active duty.

Again, during the Berlin crisis in 1961, more than 22,000  
Air Guardsmen were called up. Within two months, 11 ANG  
tactical squadrons with some 260 aircraft were in place at  
airfields in Europe ready for any contingency. At the same  
time, six air transport units served on active duty for 11  
months. They flew thousands of accident-free hours, airlift-  
ing cargo and passengers throughout the world, including  
Southeast Asia.

Although not mobilized for the Cuba crisis of 1962, Air

Guardsmen played a vital role. Large numbers of Strategic  
Air Command and Air Defense Command aircraft were dis-  
persed to ANG bases across the country. Military Air Trans-  
port Service missions also were flown by Air Guardsmen  
who released MATS personnel for higher priority flights.

The Air Guardsmen also were "Ready" during the recent  
Dominican crisis. While the Regulars, Guardsmen and Air  
Force Reservists were flying *Power Pack* missions to the  
Dominican Republic, each of the ANG's 25 air transport  
units was contributing to the nationwide effort by flying  
global airlift missions.

ANG's *Talking Bird*, a C-97 with special communica-  
tions equipment, served as the initial command post for  
U. S. operations in the Dominican Republic.

In the current buildup of United States operations in  
Southeast Asia, ANG transport units have flown thousands  
of tons of vital supplies and equipment to Vietnam. Other  
ANG units have augmented the Military Airlift Command's  
global airlift and evacuation missions.

Today's Air National Guard is composed of trained peo-  
ple who operate their aircraft and equipment under the  
same exacting standards as those of the United States Air  
Force. Its members can respond within minutes with equal  
dexterity to the threat of attack or a local disaster.

*Maryland National Guardsmen of the 1st Observation Sq., now 104th TacFtr Sq.,  
Baltimore, pose for an "official" 1921 photo in front of squadron plane.*







*"Ready Go has clearly demonstrated a new dimension in ANG global responsiveness."*

## The Air National Guard Today...

*"integral part of the first line defenses of the United States"*

- *A sergeant in Hawaii picks up an unidentified object on his radar screen; minutes later, an F-102 roars down a Hickam AFB runway to intercept, identify and, if necessary, destroy. . . .*

- *Midway across the Atlantic a flight of F-100s rendezvous with jet-augmented KC-97L tankers to refuel for their non-stop trip to Europe. . . .*

- *A C-121 with a cargo of vital military supplies sets down at the Tan Son Nhut airdrome in the Republic of Vietnam. . . .*

- *At Cape Kennedy, communications specialists repair complex electronic equipment used by Air Force technicians supporting the National Aeronautics and Space Administration's space probes. . . .*

THESE scenes are typical of missions being performed by today's Air National Guard. In addition, they reflect the transition that has taken place within ANG over the past few years; a change from the concept of implied capability to react, to the *Ready Go* theme of increased utilization based on day-to-day performance.

The *Ready Go* concept was given its first big test August 1964 during an operation of the same name. Guard units from 23 states and the District of Columbia participated, deploying tactical fighters and reconnaissance aircraft from the United States to Europe. The 4,600-mile non-stop flight included three mid-air refuelings from ANG tankers and was completed in little more than nine hours. Within 45 minutes after landing, the aircraft were refueled, armed and ready for a tactical mission.

General John P. McConnell, then Air Force vice chief of staff, stressed the significance of the history-making flight when he said, "The energetic and professional execution of operation *Ready Go* has clearly demonstrated a new dimension in Air National Guard global responsiveness."

*Ready Go*, however, was only a part of the entire ANG display of performance. While the deployment to Europe was in progress, other ANG units were airlifting Army Guardsmen to Alaska, Puerto Rico, Hawaii and throughout the United States in another exercise, *Guardlift I*. More than 10,000 troops were transported in this test of ANG's airlift capability.

Readiness and performance are vital elements of the Air Guard's basic mission. Title 32 of the U.S. Code reads in part: "In accordance with the traditional military policy of the United States, it is essential that the strength and organization of the . . . Air National Guard as an integral part of the first line defenses of the United States be maintained and assured at all times."



ANG units and personnel have a dual Federal-State mission. The Federal mission calls for units with suitable equipment and trained personnel to support the Army and Air Force in time of war or national emergency. The state mission is to provide units that are trained, organized and equipped for the protection of life and property and to serve peace, order and public safety.

The Air National Guard is truly a global force, supporting Air Force missions throughout the world. Its structure includes both flying and non-flying units. Each looks to one of the Air Force major commands for inspection, tactical evaluation, and supervision of training. The major commands augmented by Air Guard units are: Tactical Air Command (TAC), Air Defense Command (ADC), Military Airlift Command (MAC), Alaskan Air Command (AAC), Air Force Logistics Command (AFLC), Air Force Communications Service (AFCS), and the Pacific Air Forces (PACAF).

## National Guard Bureau . . . Central management and policy guidance

Policy guidance and support for the ANG are provided by the National Guard Bureau (NGB) located in the Pentagon, Washington, D.C. The NGB is a joint bureau of the Departments of the Army and the Air Force. It is both a staff and operating agency.

As an operating agency, NGB is the channel of communications between the states and the Army and Air Force. To manage its staff functions, the Guard Bureau has a branch for Army, another for Air, and offices to handle legal, administrative and public affairs and to assist in determining plans, policies and programs.

NGB's function is to formulate and administer a program for Army and Air National Guard units in each of the 50 states, Puerto Rico and the District of Columbia in accordance with Army and Air Force policy and the dual Federal-State missions. Each state has an adjutant general who represents the governor as well as the NGB.

Assisting the Secretary of the Air Force and the Chief of Staff in their responsibilities to ANG is the Assistant Chief of Staff for Reserve Forces. As a member of the Air Staff, his primary function is to coordinate staff efforts and monitor the overall planning and implementation of programs for the Air Guard and Air Force Reserve.

The Secretary of the Air Force also receives the recommendations of members of the Air Reserve Forces Policy Committee to assist him in determining policy relating to the Air National Guard and the Air Force Reserve. The committee is made up of an equal number of Air Guard, active duty Air Force, and Air Force Reserve officers.

Air Guard representatives perform a similar advisory function as members of policy councils established by those Air Force major commands having supervisory control of the training and inspection of ANG units. In addition, about 220 active duty Air Force officers are assigned to ANG units as advisors to help maintain liaison between USAF and ANG personnel.

## Ready . . . in crises, disaster relief, and daily support of state and nation

All Air Guardsmen are members of the Ready Reserve. This means they may be ordered to active duty, voluntarily or involuntarily, in time of war or national emergency declared by the Congress or the President. There are about 100,000 members of the ANG. Of these, about 15,000 are technicians who form a hard core of highly skilled,

full-time personnel. When a unit is not training, its technicians function as civilian employees of their respective states. When training, they wear the uniform of the rank they hold as Air Guardsmen. Technicians fill many of the key supervisory and technical positions within units. They provide the high degree of continuity necessary for operational readiness.

The training requirements for Air Guardsmen are the same as those prescribed for active duty forces. All personnel with no prior military service attend the Air Force's six-week basic military training course at Lackland AFB, Texas. This is followed by active duty at an Air Training Command technical school or on-the-job training (OJT) to total at least four months including basic training.

OJT is conducted by the units to which airmen are assigned. Job knowledge tests measure proficiency and are required for promotion. An average of 75 per cent of ANG airmen have passed these tests, demonstrating their ability to perform the duties of the grade higher than the one they hold.

Each year, over 200 ANG officers receive undergraduate and advanced flying training at USAF schools. Additional training in mission aircraft is conducted by the units to which the pilots are assigned. The Air Force also provides navigator training to about 70 Air Guard officers each year.

The combination of schooling at active duty bases and OJT gives the Air Guard a sound training program that enables its units to perform assigned missions effectively.



*Air Guard Flight Nurses: Accelerated airlift demands now see the ANG flying regularly scheduled aeromedical missions. Here two Guard nurses check patient records prior to takeoff.*

***"Our Air National Guard nurses are playing an increasingly vital role in supporting increasingly vital missions now being performed by the ANG. In treating and caring for patients aboard the aeromedical missions now being performed by the Guard, they truly are fulfilling the concept of 'Angels of Mercy.'"***

**Maj. Gen. Winston P. Wilson, USAF**  
Chief, National Guard Bureau





*Berlin Crisis: ANG tactical outfits were ready. . . . at European bases, units became an integral part of the NATO Forces.*

## Crises . . .

*"consistently impressive performance . . ."*

Air National Guardsmen make many significant contributions to Air Force objectives. They respond during periods of national crisis, support joint training exercises, and furnish immediate assistance in disaster relief operations. Following, are some highlights:

Proof of the Air Guard's tactical readiness came during the Berlin crisis in 1961. Soon after the crisis developed, seven fighter squadrons, a tactical reconnaissance unit and a complete tactical control group were "ready." Less than a month after these units were activated on October 1, more than 200 Guard tactical and reconnaissance planes had arrived at bases in Europe. The flight by the ANG pilots was the largest deployment of jet aircraft in USAF history—and it was completed without incident. Those units in Europe were joined by three other ANG units (F-104 squadrons) which were activated on November 1, 1961, and were on their way overseas just 10 days later.

Other tactical units also were activated. They remained in the U. S., but were prepared for immediate deployment. While on active duty they trained and flew missions for TAC. They logged thousands of flying hours.

Another significant augmentation was provided by ANG transports assigned to MAC (then MATS). Guard transport crews flew to the four corners of the earth airlifting supplies and personnel to meet global needs of the increased world tension.

Ex-chancellor Konrad Adenauer of the Federal Republic of Germany stated that, in his opinion, the prime factor influencing Russia's premier Khrushchev in his slowdown on the Berlin crisis was the swift, decisive buildup of American forces, including the ANG fighter units deployed to Europe.

During the 1962 Cuban crisis, ANG's air defense and

*Dominican Crisis: Air Guard units and personnel gave valuable airlift, tactical and ground support to the gaining commands. ANG's "Talking Bird" was an example. It was used to relay communications between commanders in the Caribbean and those in the U. S.*

*"I am heartened by the existence of the Air Guard and the responsiveness with which they react. They are TAC's ace in the hole."*

**General Gabriel P. Disosway**  
Commander, Tactical Air Command

tactical fighter squadrons were ready—within a telephone call of active duty—to contribute to the massive buildup of military force in southeastern U. S.

ANG's air transport units serve as an outstanding example of the Air Force's utilization of Air Guard capability.

In last year's Dominican crisis, the transport wings assisted MAC by flying about 50 per cent more than the 9 missions they were scheduled to fly. In May, they completed an additional 43, transporting 1,774 tons of cargo to overseas destinations such as Japan, Okinawa, Hawaii, Alaska, Germany, Puerto Rico, Spain, Labrador, England and Newfoundland.

Throughout Fiscal Year 1965, these ANG transports flew 117,520 hours, carried 90,732 passengers and 18,427 tons of cargo. This included 1,469 overseas flights for MAC.

Shortly before Fiscal Year 1966 started, these transport units had their scheduled number of monthly overseas flights increased to almost 150 to help with the buildup of personnel and equipment in Vietnam. In the first three months after the mission increase, the C-97s and C-121s airlifted about 4,500 tons of cargo.

In the same period, selected squadrons also took on aeromedical evacuation missions per month. This was 1 per cent of the MAC total, on standard routes linking Alaska, Bermuda, Cuba, Newfoundland, Puerto Rico and Panama with the U. S.

General William H. Blanchard, Air Force vice chief of staff, recently expressed his admiration for ANG's, "... consistently impressive performance in augmenting our active forces." He added, "We are placing more and more dependence on ready units of the Air National Guard . . . units that have represented an essential element of our strength for some time and especially at this moment."







*California floods: The disaster ('64-'65 holiday season) brought an immediate response from ground and airlift elements of the Air Reserve Forces. ANG communications, air commando and transport units participated. Tons of food, mail and emergency medical supplies are loaded aboard a C-97 of the 146th ATWg. for delivery to flood victims in the vicinity of Arcata, Calif.*

## Humanitarian . . . Remarkable and heartening . . ."

In its dual Federal-State role, the Air National Guard contributes thousands of manhours each year to humanitarian missions. These range from providing disaster relief, to the more recent operation *Christmas Star*—the airlift of gifts to American servicemen in Vietnam.

Whenever an earthquake, flood, hurricane or other civil emergency occurs, Air Guardsmen are among the first on the scene. They provide airlift of food, fuel, medicine and equipment, reestablish vital communications, and aid civil defense officials in restoring order. Some examples follow: In March 1964, when Alaska was devastated by an earthquake, that state's Air Guardsmen—themselves victims of disaster—provided a major portion of the initial relief assistance.

A few months later, Montana Air Guardsmen volunteered approximately 8,000 manhours of relief work in combating the effects of flood waters in their state.

In December of the same year, Air Guardsmen provided vital airlift and communications when much of northern California was isolated by swollen streams and rivers.

Last year ANG personnel went to the aid of Colorado communities stricken by flood waters. They also devoted many hours of relief work to Midwest communities ravaged by tornadoes and flooding.

Their support of relief operations following last September's *Hurricane Betsy*, drew the praise of many, including Representative F. Edward Hebert of Louisiana. He labeled the operation a "domestic version of the Berlin airlift."

The previous month, ANG had demonstrated its ability to carry out still another of its missions . . . that of state

service during the civil disturbance in the Watts section of Los Angeles. California Air Guardsmen airlifted Army Guardsmen, their supplies and equipment, into the area.

Operation *Christmas Star* exemplifies the individual Air Guardsman's willingness and *Ready Go* capability. This special airlift of gifts to Vietnam was hailed by Air Force leaders as one of the largest and most successful airlift operations flown by Air Force Reserve and Air Guard forces.

Air Guard units of 16 states took part in the operation. In addition to *Christmas Star* gifts, they carried almost 77 tons of high-priority cargo.

Secretary of Defense Robert S. McNamara congratulated Air Guard participants. He described the operation as: ". . . a remarkable and heartening airlift . . . more than 470 tons of gifts from Americans in every state of the Union were flown in 85 missions by Air National Guard and Air Force Reserve crews who volunteered to complete the operation in time for Christmas delivery. Without the support of the American public, the Air Reservists and Air National Guardsmen who participated and hundreds of American employers in every state who gave extra time off to the Air Reservists this project could not have been accomplished.

"I think operation *Christmas Star* is an airlift in which the entire nation can take pride."



*Christmas Star: During the yuletide airlift, ANG transports helped deliver 477 tons of gifts and military supplies. At Da Nang, a C-97 of the 111th ATGp. is off-loaded by U. S. airmen and Vietnamese base employees.*



## Training Exercises . . .

*support of USAF  
day-to-day and special requirements*

The high degree of combat capability throughout ANG's flying and non-flying units comes mainly from the practical experience gained during annual training tours and in joint USAF-Army exercises.

From August to December 1965, tactical fighter units flew to Hawaii, on a rotational basis, to take part in *Tropic Lightning*. Air Guard tankers refueled the fighters along the 2400-mile route to the islands. During the exercise, the ANG pilots furnished close air support for the active duty infantry maneuvers. One of the units flew more than 150 missions, dropping live bombs and delivering aerial firepower.

Joint exercises are conducted throughout the year. ANG units now are providing airlift and tactical air support in an Alaskan operation called *Diamond Lil XIX*.

*Pink Slip* is an example of training gained by ANG units during regular 15-day active duty tours. In September, two Air Commando groups flew their HU-16s to Germany. They made stops in Labrador, Iceland, and England.

Earlier in the year, in a project known as *Highland Fling*, another Air Commando unit went to Panama for training. In two weeks the Air Guardsmen flew more than 650 hours on 151 sorties and delivered over 75,000 pounds of cargo. They practiced day and night infiltration and exfiltration missions; low-level navigation; para-bundle, free-fall, personnel and leaflet drops; and also trained in tropical survival. The unit's medical specialists joined active duty personnel in performing civic action missions.



*Weather units support air and ground forces during exercises. They set up mobile stations to give precise forecasts. They also train at USAF bases. An ANG observer of the 121st WeaFlt. computes data at Andrews AFB, Md.*



*Mobile, flexible Air Commando units support special forces activities. They make parachute deliveries of personnel and materials, perform aerial photography, make leaflet drops and fly in all weather conditions.*



F-84



F-86



F-100



F-105





RB-57

There are over 700 units in the Air Guard. Some have missions involving flying and are assigned support squadrons such as aircraft maintenance, administration, and supply.



HU-16

## Flying units . . . give ANG a global capability

ictured are some of the aircraft  
mployed by ANG in performing  
AF missions throughout the world.

addition, Air Guardsmen fly:  
C-97Ls (refueling),  
F-84s and RF-101s (reconnaissance),  
F-5s and C-119s (air commando),  
F-33s (trainer) and  
F-47s (transport).

Air Defense—identify, intercept and destroy enemy air-  
borne forces. Gaining commands are ADC and PACAF.  
F-89, F-100 and F-102.

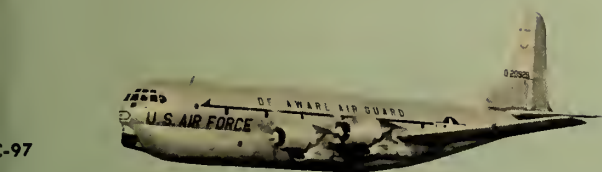
Tactical Reconnaissance—perform aerial photography,  
visual reconnaissance, and assist in adjustment of long range  
artillery firing. TAC is gaining command. RF-84, RF-101  
and RB-57.

Tactical Fighter—achieve and maintain air supremacy  
and provide close air support of ground forces. Gaining  
command, TAC. F-105, F-84, F-86, and F-100.

Air Refueling—while in flight, to transfer fuel to opera-  
tional aircraft of ANG and the major commands, especially  
TAC, the gaining command. KC-97L.

Air Transport—airlift personnel and cargo to and from  
destinations throughout the world, including the aero-  
medical evacuation of patients. Gaining command, MAC.  
C-121, C-97 and C-123. The C-123 squadron at Anchorage  
is assigned to the Alaskan Air Command.

Air Commando—assist in the infiltration and exfiltration  
of special forces personnel. These units are mobile and may  
be deployed quickly in limited or general war situations.  
They are capable of land and water drops of sensitive cargo.  
Gaining command, TAC. HU-16, U-6 and C-119.



C-97



C-121



F-102



C-123J



F-89





▲ F-102s of the Air Guard's 154th FtrGp. at Hickam AFB furnish the primary air defense of Hawaii. ► Similar units augment ADC in continental U. S. A sentry at Ellington AFB, Tex., guards 147th FtrGp. planes.



173rd TacReconSq. photo interpreters inspect a sequence of pictures to verify results of a reconnaissance mission flown by one of the unit's RF-84F aircraft.

## Non-flying units . . . accomplish USAF projects while training

Aircraft Control and Warning—as part of the air defense radar network, they provide detection and aircraft control capability for ADC, their gaining command. AC&W personnel in Hawaii augment PACAF. The AC&W unit in Puerto Rico is under TAC supervision.

Ground Electronics Engineering Installation Agency—on-site installation and repair of ground electronics and communications equipment. AFLC is gaining command.

Communications—mobile units employ van-mounted radio voice, teletype and telephone systems to extend or replace USAF circuits and message handling services. Other mobile units install and maintain navigational aids at unprepared landing strips. Maintenance squadrons provide a depot level capability for on-site repair of group communications-electronic equipment. Gaining command, AFCS.

Tactical Control—employ communications and radar devices to control and monitor the status of all aircraft flying in their area. TAC is gaining command.

Weather—use meteorological equipment to observe, forecast, and provide precise weather data in support of flying and ground forces operations. Gaining command, MAC.

Medical—tactical hospitals and dispensaries meet ANG's medical support requirements. Gaining command is the same as that of the wing or group they service. Aeromedical evacuation squadrons are flying units assigned to air transport wings. They furnish in-flight medical care to patients being airlifted from one point to another. Gaining command is MAC.

AFLC utilizes Air Guardsmen to install and repair ground communications equipment at USAF bases throughout the country. 241st GEEIA Sq. (Tenn. ANG) specialists check electronic circuits at Cape Kennedy, Fla.





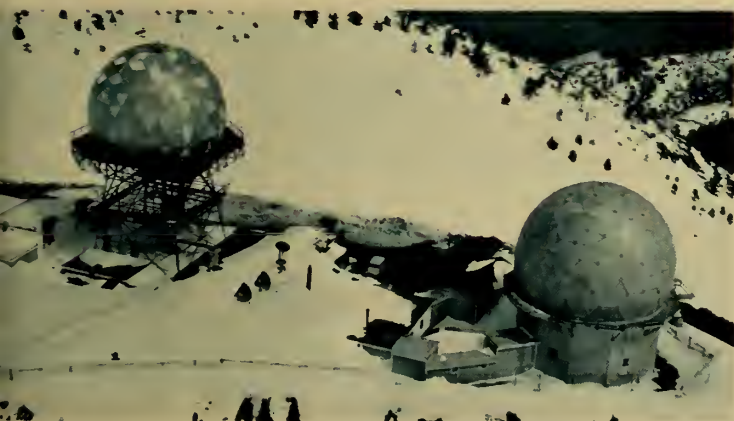


### MAJOR GENERAL WINSTON P. WILSON

*General Wilson, former chief, ANG, was appointed chief, National Guard Bureau, by the President on September 4, 1963. He is the first Air Guard officer to hold the post. He is the principal advisor to the Secretaries of the Army and the Air Force on National Guard affairs and is responsible for the activities of almost half a million Guardsmen and the combat readiness of all Guard units. His functions include liaison with governors in NGB's dual Federal-State mission. As chief, NGB, he also is responsible for furnishing policy guidance and support for the Air National Guard.*

### BRIGADIER GENERAL I. G. BROWN

*General Brown was appointed assistant chief, National Guard Bureau, for Air, by the Secretary of the Air Force on August 6, 1962. He has more than twenty years experience in the Air Reserve Forces. He served as executive secretary, Air Reserve Forces Policy Committee, Office of the Secretary of the Air Force, prior to his present appointment. During General Brown's tenure, the ANG began the transition to its current "Ready Go" posture.*



*In Utah, (left) the 130th AC&W Sq. helps ADC screen the skies over North America.*

*Air Guardsmen (bottom left) operate control towers, part of the fixed and mobile communications capability utilized by AFCS.*

*A Guardsman of the 157th Tactical Control Gp. uses mobile radar. Tactical controllers help monitor aircraft in battle areas.*





*Under MSU's flexible-function concept, the Reservists stressed mobility during their 15-day encampment. They deployed to an off-base site, set-up an emergency field hospital and treated simulated casualties.*



## AFRes Medical Service Units...

*"The assignment of medical Reserve units to the SAC medical service adds immeasurably to our SAC wartime recovery capability. The 21st Medical Service Squadron is an outstanding example of Air Reserve potential."*

**Major General Alonzo A. Towner**  
Command Surgeon, SAC

*1st Lt. M. C. Bailey and SSgt. T. Koerber of the 21st up-date "shot record" of Capt. M. S. McConnell, 814th Medical Group.*



THE Air Force's search for more effective utilization of its Air Reserve Forces is a continuing program based on changing wartime requirements. It has resulted in various realignments, activations, inactivations and mission changes.

In 1963, an evaluation of the Reserve medical program by the Air Force Surgeon General's office and Headquarters Continental Air Command (CONAC), disclosed areas that could be strengthened. As a result, a new concept of Reserve medical augmentation evolved—the Medical Service Unit (MSU) program. It provides USAF a widely-dispersed, flexible, and highly-trained medical force capable of quickly responding to a variety of requirements. In addition, the program reaches into the grass roots of America, the small towns and communities containing an untapped pool of knowledge and skills. Reservists who formerly could not accept an assignment because of distance, now have the opportunity to train with a unit near their homes.

Implementation of the new program began in March 1964 with the activation of the first of 131 units. They replace the old, limited-mission, Reserve hospitals and casualty staging groups and squadrons. Because of their locations in high density population centers, they were considered unrealistic in relation to the wide spectrum of wartime requirements.

The MSUs are administered by CONAC and function under the gaining command concept, similar to other Reserve units. Under this concept, Air Force major commands are responsible for supervising training, inspections and tactical evaluations of the units. If mobilized, Reservists become active duty members of the gaining command. This is a strong incentive for commands to furnish the best possible training to insure a high degree of combat capability.

All Reserve units train under the same standards as the active duty counterparts. At the Air Force's medical facilities they use up-to-date equipment and learn the latest techniques. In 1963, General Curtis E. LeMay, then Air Force chief of staff, pinpointed the effectiveness of the gaining command concept: "When you have someone training units he knows he is going to take into combat, he gets deeply interested. The system we have now will produce the best combat units we can get with the resources available."



MSUs are assigned to active duty medical facilities throughout the continental United States and in Alaska, Hawaii, and Puerto Rico. Their gaining commands are the same as those of the active units with which they train. The sizes of the Reserve units vary. Squadrons have an authorized personnel strength of 164. Flights are composed of 26, 38 or 50 members, depending upon such factors as training facilities available, wartime augmentation required, and recruiting potential.

The flights are manned by physicians, nurses, dentists, veterinarians, and other officers and airmen possessing medical and administrative specialties. Each squadron also is authorized a chaplain.

The medical service mission is based on flexibility. The Reservists train to be able to fuse with their active duty counterparts, replace them, function independently, or consolidate with like units for expanded operations. MSU personnel train in one weekend each month (this is the equivalent of 48 active duty training periods) and attend a 15-day "summer" training tour each year. They earn retirement points and are paid according to their rank.

The 21st Medical Service Squadron at Westover AFB, Massachusetts, is a typical MSU. It was activated March 8, 1964, and is commanded by Air Force Reservist, Colonel Sanford L. Auten. As a civilian, Doctor Auten is an ophthalmologist. He and the other members of the 21st MSSq. work side-by-side with the active duty personnel of the 814th Medical Group at the large, modern base hospital. Westover AFB and its hospital are part of the Strategic Air Command. SAC is the gaining command for the Reserve squadron.

Two Air Force members of the 814th are advisors to the Reserve unit. They are Captain Michael L. McConnell and Staff Sergeant William Tolliver. In addition, they maintain administrative continuity between training periods.

Like many other MSUs, the 21st has achieved a high degree of combat capability. It is rated as one of SAC's top medical units. When possible, the 21st Reservists also participate in exercises conducted by the host unit.

To help familiarize newly-assigned Reservists with the hospital, the hospital, and its facilities, the active duty unit employs a sponsor system. An Air Force officer or airman, of the same rank and career field as the Reservist, uses the first training periods for indoctrination. The sponsor system establishes a close working relationship between the regulars and Reservists—an important factor in the training program and in the Air Force Reserve's recruiting and retention efforts.

Weekend training at Westover gives the hospital staff a welcome relief. The Reservists fill in to provide service in clinics and wards. They also perform administrative functions. According to Colonel Eugene R. K. Leiter, commander of the 814th Medical Group, the 21st has considerably lightened the burden of his personnel.

The 21st is familiar with all hospital procedures and trains to be able to accomplish the active duty mission if required. The Reservists also train to provide a casualty staging capability—independent medical sorting and emergency treatment in the field. During last year's 15-day tour of active duty, they deployed to a site about 17 miles from Westover and set up a 36-bed field hospital containing emergency medical equipment. Their field training included treatment of victims of a simulated nuclear attack and preparing casualties for evacuation.

When fully staffed, the 21st, as well as all other medical service squadrons, can furnish professional and administrative service for 100 regular patients, up to 400 under emergency conditions, or it will be capable of treating and transferring 500 casualties a day.

The medical service unit program was completed on schedule with the activation of the final unit in June 1965. Many have vacancies for qualified officers and airmen. A list of MSUs having openings is printed in the Help Wanted section of this issue—see page 14.

The success of the new medical program is attributed to: the high degree of acceptance and quality of training by the gaining commands; excellent cooperation and support from CONAC; and, the capabilities and enthusiasm of participating Reservists. Each recognizes the medical service program as becoming a valuable, highly-skilled force capable of making major contributions in support of local disaster relief operations and in the national defense structure.



*Reservists' weekend training covers a wide range of hospital services. Examples:*

*On ward duty are A2C G. Manchuck and Maj. M. Clark. 1st Lt. M. Hart (r) supervises. Patient is PFC J. Lanier from a nearby Army missile site.*

*Medical specialists train in a modern laboratory at Westover. (l-r) TSgt. W. Westlake, MSgt. A. Parziale, SSgts. W. Marsh and R. Boyd.*





## CONAC realignments . . .

Two major changes in the Air Force Reserve's management structure were initiated January 15. The actions include the consolidation of two Regions and the discontinuance of all 16 Sectors. Both will be completed by June 30, 1966.

The First Region, with headquarters now at Stewart AFB, New York, will combine with the Second Region at Andrews AFB, Maryland. The combined headquarters will be designated the First Air Force Reserve Region and located at Andrews AFB.

Since 1960, the Continental Air Command's organization included six Air Force Reserve Regions. Their boundaries coincided with the six Continental

Army Commands. This arrangement has facilitated Air Force planning for defense matters other than air defense and for military support in civil defense emergencies. At the beginning of this year, the Army consolidated its First and Second commands and a similar change in the Air Force Reserve was found to be desirable.

Primarily the Reserve sectors were organized to provide intermediate supervision of Recovery units and the Individual training program. The deactivation of all Recovery units during the past year and the current plans for improving the Individual program have made the sector headquarters unnecessary to effective management.

The actions affect a total of 98 active duty officers and airmen. They will be

reassigned to other positions. The 58 Reservists assigned to the headquarters First Region, and the 282 Reservists assigned to the Sector headquarters will be given the opportunity to fill existing vacancies or receive the assistance of the Air Reserve Personnel Center for assignment to other Reserve sections.

In addition to improving management, it is anticipated that the realignments will result in annual savings in excess of \$500,000.

## Conventions . . .

The Reserve Officers Association will hold its Mid-Winter Conference in Washington, D. C., February 24-25.

The gathering will include business conferences of its Army, Navy, Air Force, Marine Corps and Coast Guard

## AFRes Medical Service Unit Vacancies:

**LEGEND:** Opposite each specialty is a series of code numbers and grades. The numbers are keys to the lists of units with vacancies and the grades indicate the highest grade position available. For example, nurses are needed by No. 1 (523rd Medical Service Flt.) in grades thru major, and dental technicians by No. 48 (479th Medical Service Flt.) in grades thru technical sergeant. Additional vacancies, not listed, exist at other Air Reserve Forces' units. For information on listed positions, write directly to the unit using address given. If you do not qualify for one of the positions listed, but wish to participate actively in the Air Reserve Forces program, use the application form on this page.

**Officer**  
*Medical Service:* 3, 9, 11, 18, 20, 24, 32, 37, 39, 42, 45, 46, 59, 62, 63 (Maj.); 17, 30, 40, 41, 45, 47, 60 (Capt.).  
*Medical Professional:* 20, 23, 24, 31, 37, 43, 45, 65 (Lt. Col.); 1, 3, 4, 11, 12, 14, 17, 21, 22, 27, 28, 34, 39, 44, 46, 49, 50 thru 53, 55, 59 thru 63 (Maj.).  
*Nurse:* 1, 25, 46, 53, 54, 55, 63 (Maj.); 4, 5, 6, 8 thru 18, 21 thru 24, 27 thru 30, 33 thru 41, 45, 47, 49, 52, 56, 57, 60, 61, 62, 64, 65 (Capt.).  
*Dental:* 4, 10, 12, 21, 22, 34, 35, 39, 47, 52, 54, 56, 65 (Maj.).  
*Veterinary:* 3, 6, 12, 17, 21, 22, 28, 39, 40, 44, 47, 48, 55, 60, 62 (Maj.).

**Airman**  
*Medical:* 8, 17, 25, 40 (SMSgt.); 3, 5, 10 thru 13, 15, 29, 30, 35, 36, 37, 39, 42, 45, 46, 47, 49, 51, 53, 58, 59, 61 thru 64 (MSgt.); 1, 2, 6, 9, 14, 16, 19 thru 23, 26, 27, 31, 32, 33, 38, 43, 44, 48, 50, 52, 60, 63, 65 (TSgt.); 7, 18, 41 (SSgt.); 28 (A1C).  
*Supply:* 12 (TSgt.); 16 (SSgt.); 38 (A2C).  
*Dental:* 48 (TSgt.); 7, 13, 41, 63 (SSgt.); 2, 22, 32, 39, 47, 52, 60 (A1C).  
*Administration:* 65 (TSgt.); 13, 26 (SSgt.); 31 (A1C).  
*Food Service:* 12, 27 (MSgt.); 53 (TSgt.); 13, 15 (SSgt.).

Please send me information on vacancies in the Air Reserve Forces for which I may be qualified.

NAME . . . . . GRADE

SERVICE NUMBER . . . . . AFSC

ADDRESS . . . . .

ZIP CODE . . . . .

MAIL TO: Air Reserve Personnel Center, 3800 York Street,  
Denver, Colorado 80205

## Help Wanted

## KEY

## UNIT

1. 523rd Medical Service Flt., Maxwell AFB, Alabama.
2. 542nd Medical Service Flt., Maxwell AFB, Alabama.
3. 486th Medical Service Flt., Williams AFB, Arizona.
4. 417th Medical Service Flt., Castle AFB, California.
5. 456th Medical Service Flt., Edwards AFB, California.
6. 415th Medical Service Flt., George AFB, California.
7. 416th Medical Service Flt., Hamilton AFB, California.
8. 3rd Aeromed. Evacuation Gp., Mather AFB, California.
9. 31st Aeromed. Evacuation Sq., Mather AFB, California.
10. 485th Medical Service Flt., Mather AFB, California.
11. 450th Medical Service Flt., McClellan AFB, California.
12. 42nd Medical Service Sq., Norton AFB, California.
13. 44th Medical Service Sq., Travis AFB, California.
14. 413th Medical Service Flt., USAF Academy, Colorado.
15. 31st Medical Service Sq., Lowry AFB, Colorado.
16. 411th Medical Service Flt., Lowry AFB, Colorado.
17. 37th Medical Service Sq., MacDill AFB, Florida.
18. 37th Aeromed. Evacuation Sq., Miami IAP, Florida.
19. 420th Medical Service Flt., Orlando AFB, Florida.
20. 421st Medical Service Flt., Orlando AFB, Florida.
21. 453rd Medical Service Flt., Patrick AFB, Florida.
22. 458th Medical Service Flt., Patrick AFB, Florida.
23. 432nd Medical Service Flt., Tyndall AFB, Florida.
24. 492nd Medical Service Flt., Turner AFB, Georgia.
25. 26th Medical Service Sq., Chanute AFB, Illinois.
26. 46th Aeromed. Evacuation Sq., Chanute AFB, Illinois.
27. 640th USAF Hospital, O'Hare IAP, Chicago, Illinois.
28. 425th Medical Service Flt., Barksdale AFB, Louisiana.
29. 466th Medical Service Flt., England AFB, Louisiana.
30. 22nd Medical Service Sq., Baltimore, Maryland.
31. 4th Aeromed. Evacuation Gp., Selfridge AFB, Michigan.
32. 436th Medical Service Flt., Selfridge AFB, Michigan.
33. 47th Aeromed. Evacuation Sq., Mpls.-St. Paul IAP, Minnesota.
34. 493rd Medical Service Flt., Columbus AFB, Mississippi.
35. 541st Medical Service Flt., Keesler AFB, Mississippi.
36. 36th Aeromed. Evacuation Sq., Richards-Gebaur AFB, Missouri.
37. 517th Medical Service Flt., Malstrom AFB, Montana.
38. 507th Medical Service Flt., Offutt AFB, Nebraska.
39. 465th Medical Service Flt., Cannon AFB, New Mexico.
40. 35th Medical Service Sq., USNAS Floyd Bennett Fld, New York.
41. 444th Medical Service Flt., Griffiss AFB, New York.
42. 490th Medical Service Flt., Plattsburgh AFB, New York.
43. 460th Medical Service Flt., Pope AFB, North Carolina.
44. 464th Medical Service Flt., Seymour Johnson AFB, North Carolina.
45. 504th Medical Service Flt., Grand Forks AFB, North Dakota.
46. 494th Medical Service Flt., Altus AFB, Oklahoma.
47. 447th Medical Service Flt., Tinker AFB, Oklahoma.
48. 479th Medical Service Flt., Vance AFB, Oklahoma.
49. 23rd Medical Service Sq., Wright-Patterson AFB, Ohio.
50. 463rd Medical Service Flt., Shaw AFB, South Carolina.
51. 505th Medical Service Flt., Ellsworth AFB, South Dakota.
52. 497th Medical Service Flt., Biggs AFB, Texas.
53. 20th Medical Service Flt., Carswell AFB, Texas.
54. 410th Medical Service Flt., Carswell AFB, Texas.
55. 499th Medical Service Flt., Carswell AFB, Texas.
56. 422nd Medical Service Flt., Ellington AFB, Texas.
57. 34th Aeromed. Evacuation Sq., Kelly AFB, Texas.
58. 476th Medical Service Flt., Randolph AFB, Texas.
59. 480th Medical Service Flt., Webb AFB, Texas.
60. 449th Medical Service Flt., Hill AFB, Utah.
61. 27th Medical Service Sq., Langley AFB, Virginia.
62. 515th Medical Service Flt., Fairchild AFB, Washington.
63. 441st Medical Service Flt., McChord AFB, Washington.
64. 39th Medical Service Sq., Paine AFB, Washington.
65. 527th Medical Service Flt., APO Seattle, 98742.



tions and luncheons.  
t will conclude with the annual *Min-  
Man Banquet*, during which the  
unization's *Minute Man of the Year*  
ard will be presented.

The Air Force Association's annual  
ional convention will be held in  
las and Fort Worth, Texas, March  
25. Highlighted will be the 20th anni-  
saries of the Association and the  
ategic Air, Tactical Air, and Air De-  
sc Commands.

Major events will include displays of  
latest aerospace equipment, air  
onstrations, business sessions, social  
nts and awards. The meeting will  
e with an *Honors Night* program.  
Air National Guard's *Earl T. Ricks*  
*Memorial Trophy* match, normally  
cheduled to coincide with AFA's con-  
ention, will not take place because of  
her-priority commitments. The match  
y be rescheduled for later this year.

#### ts renamed . . .

Air Force Reserve C-124 units now  
e new titles.

Heavy transport wings have been re-  
gnated Military Airlift Wings; air  
sport groups are Military Airlift  
ups; and air transport squadrons  
now Military Airlift Squadrons.

roop carrier units equipped with  
19s are not affected by the change.

#### ding legislation . . .

The following bills of interest to  
mbers of the Air Reserve Forces are  
the process of coordination or are  
aiting action by the second session  
the 89th Congress.

• *DOD 89-30 (H.R. 10464)*: to  
horize medical and dental care for  
endents of Reservists who die while  
active duty for 30 days or less.  
tus: Awaiting clearance by the Bu-  
u of the Budget.

• *H.R. 577(89)*: to provide retired  
for Reservists who have ten or more  
rs of satisfactory Federal service  
l who performed active duty for five  
more years in the aggregate during  
VI, WWII, and Korean conflict.  
tus: Department of Defense opposi-  
a report to House Armed Services  
mmittee in March 1965 (would dis-  
rage continuous long term partici-  
ion in Reserve training program).

• *H.R. 5940(89)*: amends Title 10  
that a member of a Reserve compo-  
nt who is a member of the Senate  
House of Representatives shall be  
nsferred to the Inactive Status List  
ess he is transferred sooner to the  
ired Reserve or discharged. *Status*:  
aiting Department of Defense co-  
ination.

• *H. R. 10459*: to provide the same  
pital and medical care, pay and al-  
vances, burials, and other benefits for

members of the National Guard or Re-  
serve components who are injured in  
connection with inactive duty training  
or active duty for 30 days or less.  
*Status*: Awaiting Department of De-  
fense coordination.

• *H.R. 10461(89)*: to provide travel  
and transportation, including commuted  
mileage, that is incident to medical or  
surgical care, hospitalization or rehosp-  
italization for members of Reserve  
Forces. *Status*: Awaiting Department of  
Defense coordination.

• *H.R. 10462(89)*: to provide special  
pay to those members of a Reserve  
component who enlist or reenlist in the  
*Ready Reserve* for at least three years.  
*Status*: Awaiting Department of Defense  
coordination.

• *S. 539(89), (H.R. 10468)*: to per-  
mit payment of per diem to Reservists  
and National Guardsmen under circum-  
stances in which it is payable to active  
duty personnel. *Status*: Awaiting Office  
of the Secretary of Defense clearance  
of report. Passed House last year—not  
acted upon in Senate.

• *H.R. 10469*: involves the promo-  
tion of Reserve officers to fill existing  
unit vacancies. After July 1, 1965, the  
promotion of Air Force Reserve officers  
became subject to overall grade ceilings  
imposed by ROPA. *Status*: Awaiting  
Office of the Secretary of Defense co-  
ordination.

#### Selection boards . . .

Two selection boards will convene at  
the Air Reserve Personnel Center.

A review board meets February 7-8,  
to consider approximately 400 second  
lieutenants not on extended active duty,  
for promotion to permanent first lieu-  
tenant. Eligible officers must hold a  
promotion service date on or before  
December 31, 1963 and be in an active  
status.

Some 1600 nonactive duty majors of  
the Air Force Reserve and Air Na-  
tional Guard will be considered for  
promotion to the permanent grade of  
lieutenant colonel by another board  
convening March 14-18. To be con-  
sidered, officers must have a PSD on  
or before June 30, 1960 and a total  
years service date on or before June  
30, 1946. They must have been in an  
active status for one year prior to the  
board's convening date.

#### Mobile Comm. squadrons . . .

Air Force Reserve's 11th, 12th and  
13th Mobile Communications Squad-  
rons will be inactivated this summer  
without reducing effectiveness of com-  
munications resources.

Some 1,122 Reservists will be af-  
fected. Those seeking reassignments will  
be assisted by Continental Air Com-  
mand and Air Reserve Personnel Center.

## the air reservist

Vol. XVIII—No. 1

February 1966

AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

### General John P. McConnell

Chief of Staff, United States Air Force

### Maj. Gen. Curtis R. Low

Ass't Chief of Staff Reserve Forces, USAF

#### EDITOR:

Fred E. Giachino

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Thomas Wright Jr.

#### STAFF WRITERS:

William J. Turner

TSgt. Leland W. Lindemer

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has been approved by Hq USAF.

## the air reservist



THE AIR NATIONAL GUARD

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. . . reflects the high degree  
of mobility and in-house capa-  
bility of the Air National Guard.  
An F-100 (able to fly missions  
for TAC or ADC) is refueled by  
one of ANG's jet-augmented  
KC-97L tankers. The scene also  
forecasts a **Ready-Go** future—  
more responsibility and in-  
creased utilization by active  
duty forces.



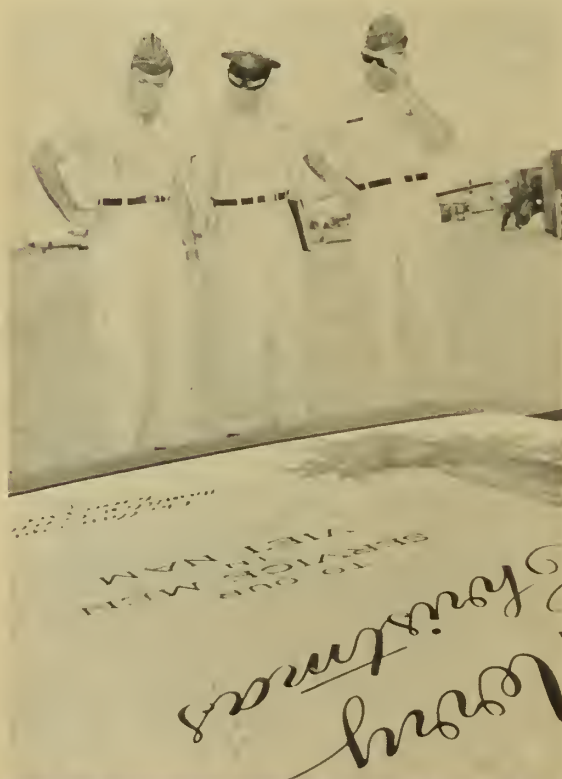


Sequence shows "Boilerplate Gemini" capsule being dropped by a NASA Support Aircrew of 446th TCWg., Ellington AFB, Texas. Wing Reservists have supported this nation's space program since 1962, dropping both "Mercury" and "Gemini" capsules in addition to other test equipment.



## RESERVE CAMERA

During the "Christmas Star" operation, a greeting card from people of Chattanooga, Tenn., was admired in Vietnam by Reservist Col. B. J. Mangina, (pointing) comdr., 442nd Military Airlift Wing, Richards-Gebaur AFB, Mo., who delivered card; Lt. Gen. J. H. Moore; (l) and Maj. K. D. Ricks (r).



Wyoming school children listen raptly as classmate explains a missile model. Some 800 sixth graders annually take part in an Air Education program jointly sponsored by Civil Air Patrol, Wyoming's Aeronautics Commission and the State Department of Education.

THE AIR RESERVIST  
AIR RESERVE PERSONNEL CENTER  
3800 YORK STREET  
DENVER, COLORADO, 80205

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MARCH 1966

# *the air reservist*

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES



*Scope: / the continental U.S. west to the  
Indian Ocean / Northern Japan to Burma /  
with bases positioned along  
a 4,000 mile stretch of bamboo curtain. . . .*

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## *... THE PACIFIC AIR FORCES*



## *the air reservist*

Vol. XVIII—No. 2

March 1966

AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

### **General John P. McConnell**

Chief of Staff, United States Air Force

### **Maj. Gen. Curtis R. Low**

Ass't Chief of Staff Reserve Forces, USAF

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Scenes like this sustained F-100s over the Pacific Ocean (Northern Japan to Hawaii) with little ground-based threat.

R... is a vivid photograph of a Pacific Air Force F-100 during an air strike in Vietnam. PACAF insures that the United States and its allies maintain control of the air over the vast Pacific. Its air defense forces, aerial reconnaissance, airlift support and cooperation with allied air forces are an essential part of this nation's deterrent posture. (see page 6)



### *A message from Maj. Gen. Curtis R. Low*

There was a time, during the past and sometimes turbulent history of our Air Reserve Forces, when recognition of the contributions made by our citizen-airmen to the regular Air Force came only after an emergency period during which part or all of our Air Reserve Forces were recalled to active duty. Today this is no longer so. Recognition of the achievements of Air National Guardsmen and Air Force Reservists is a day-to-day matter because today's Air Reserve Forces represent a very active, day-to-day augmentation of the regular Air Force. Those of you who are associated with units in the program know full well what I mean.

I need only cite voluntary efforts during natural disasters—hurricanes, tornadoes and the like; regular augmentation of MAC and TAC airlift requirements among many other missions performed for the Air Force to show how today's Air Reserve Forces are in fact a part of the regular Air Force as well as a backup force for contingency needs. I express my sincere thanks to those of you who are a part of this effort for the important role you are playing through your dedication and determination.

But, let us not forget those who participate as individuals. They are the unsung heroes, equally important to the Air Force but whose contributions are much more difficult to appraise. My thanks for a job well done go to you also.

Since the early days of this program many changes have taken place. If you are to continue to maintain our capability at the required level, many more changes will take place in the future. The requirements of both the active Air Force and the Air Reserve Forces must be subject to constant review in order to match the projected programs of the future. New programs and missions for our Air Reserve Forces are being considered and developed regularly. Some of them are already programmed and some of you have already become a part of them. Among these are our Specialty Training units activated January 1, 1966, and the Mobile Enroute Support units for MAC and the Mobile Maintenance and Mobile Supply Support units for AFLC scheduled for July 1, 1966 activation. Additional new missions are on the horizon.

I am highly gratified at the way you have accepted these changes and the recruiting successes we are enjoying in these new programs. I am also greatly pleased with the rapidity with which certain selected units of the Air National Guard and Air Force Reserve have reached and are reaching full combat capability in short time spans. The twenty-five units selected by the Secretary of Defense for accelerated training and manning just a few months ago are well on their way. Some have already become C-1. All give graphic evidence of the dedication of our Guardsmen and Reservists. And I am very mindful of the assistance given by your families and your employers which is helping to bring about this rapid acceleration in capability. We have never thanked them enough.

I would also like to express my appreciation to those members of units who have been announced for future inactivation but who are continuing their work to maintain a very necessary level of combat capability. We cannot for a moment permit our capability to slip. Your past and current performance is evidence that you realize this.

Today, more than ever before, the Air Force needs a strong, readily available, fully capable Air Reserve Force. This need is dictated by world conditions. We must retain a military posture which permits us to counter any and all contingencies which may arise. Therefore, it is vital that our Air National Guardsmen and Air Force Reservists continue to participate to the fullest extent of their abilities.

Again, may I express the appreciation of the Air Force for the part each of you has played and is playing in our Air Reserve Forces.

*Curtis R. Low*

Ass't. Chief of Staff, Reserve Forces

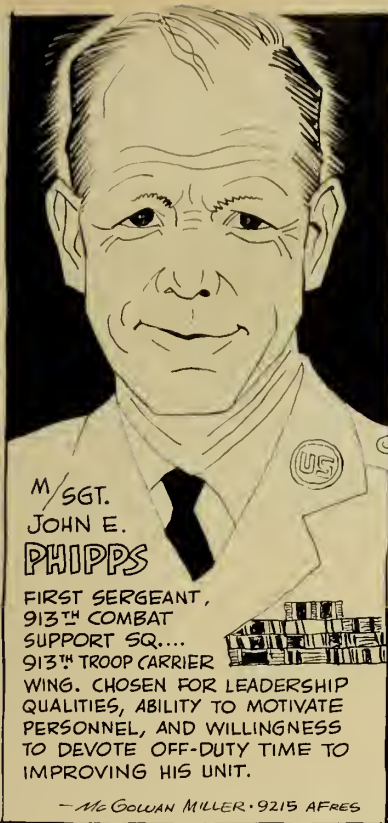


## OUTSTANDING AIRMEN

M/SGT. ROBERT V.

**GUERRERO**

FOOD SERVICE  
SUPERVISOR  
WITH THE  
149TH FIGHTER  
GROUP...  
SELECTED  
FOR  
SUPERIOR  
PERFORMANCE  
AND  
CONTRIBUTIONS  
TO HIS UNIT'S  
EFFECTIVENESS.



M/SGT.  
JOHN E.  
**PHIPPS**

FIRST SERGEANT,  
913TH COMBAT  
SUPPORT SQ....  
913TH TROOP CARRIER  
WING. CHOSEN FOR LEADERSHIP  
QUALITIES, ABILITY TO MOTIVATE  
PERSONNEL, AND WILLINGNESS  
TO DEVOTE OFF-DUTY TIME TO  
IMPROVING HIS UNIT.

—McGOWAN MILLER • 9215 AFRES

## PEOPLE in the NEWS

*These sketches are the first in a series of profiles highlighting Air Reserve Forces personalities. They were contributed by syndicated cartoonist, Lt. Col. McGowan Miller, 9215th ARSq., New York.*

MSgt. John E. Phipps, 913th Combat Support Squadron, 913th Troop Carrier Group, Willow Grove Air Reserve Facility, Pennsylvania, and MSgt. Robert Guerrero, 149th Fighter Group, Kelly Field, Texas, have been named "Outstanding Airmen" of the Air Force Reserve and the Air National Guard respectively. They, along with the other "Outstanding Airmen" of the Air Force Reserve and the Air National Guard, will be honored guests of the Air Force Association during its convention at Dallas-Ft. Worth, Texas, later this month.

The two airmen competed with thousands of other members of the Air Force Reserve for the honor. Their selections were based upon such factors as leadership, outstanding or unusual accomplishments during the year, job performance and participation in community relations.

Sergeant Phipps is First Sergeant of the 913th Combat Support Squadron. He is a veteran of 24 years of service in the Air Force and the Air Force Reserve. He was commended for his continued outstanding leadership and ability to motivate members of his unit, particularly when it was recalled to active duty during the Cuban crisis.

Sergeant Guerrero, Food Service Supervisor of the 149th, has almost 18 years of military service. His food service facility has been rated outstanding several times in efficiency and in quality by Federal inspectors.

### General officer promotions . . .

Thirty-two Air Reserve Forces officers have received permanent promotions as brigadier and major general.

To major general, Air Force Reserve: Howard W. Cannon, assistant, commander, Hq. Air Force Systems Command; J. Clarence Davies Jr., mobilization assistant, commander, 26th Air Division, Air Defense Command; Donald S. Dawson, director, Security and Law Enforcement, Hq. USAF; Benjamin W. Fridge, mobilization assistant, commander, Hq. Command, Bolling AFB, D.C.; Richard C. Hagan, assistant, Air Force Judge Advocate General, Hq. USAF; William C. Lewis Jr., deputy assistant, Secretary of Defense (Legislative Affairs); and William D. Price, mobilization assistant, commander, Air Force Logistics Command.

To major general, Air National Guard: Joseph P. Gentile, chief of staff, Massachusetts ANG.

To brigadier general, Air Force Reserve: Earl O. Anderson, commander, 452nd Troop Carrier Wing, March AFB, Calif.; Joseph W. Barron, mobilization assistant, commander, 30th Air Division, Air Defense Command; Richard T. Cella, assistant deputy chief of staff, systems for ballistic missiles and space systems, Air Force Systems Command; Stanley J. Czyzak, deputy commandant, Air Force Institute of Technology, Air University; Dan B. Dyer, adviser, assistant chief of staff, Intelligence, Hq. USAF; William R. Harpster, deputy commander for augmentation forces, Twenty-second Air Force, Military Air-

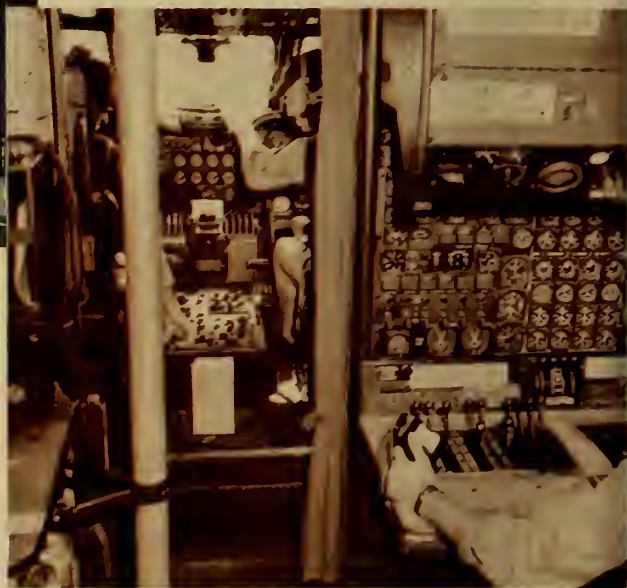
lift Command; Herman L. Harris, mobilization assistant, commander, Air University; John W. Hoff, commander, 434th Troop Carrier Wing, Bakalar AFB, Ind.; Joseph S. Hoover, special assistant, Comptroller, Hq. USAF; Joe M. Kilgore, deputy director, Legislative Liaison, Hq., USAF; Tom E. Marchbanks Jr., commander, 433rd Troop Carrier Wing, Kelly AFB, Tex.; Maurice I. Marks, deputy for Reserve Affairs, Office of the Surgeon, Hq. USAF; James L. Murray, mobilization assistant, commander, Sacramento Air Materiel Area, Air Force Logistics Command; Gwynn H. Robinson, mobilization assistant, commander, 28th Air Division, Air Defense Command; Martin H. Scharlemann, assistant chaplain, Hq. USAF; John H. Stembler, executive assistant, Secretary, USAF; and Evelle J. Younger, director, Special Investigations, USAF.

To brigadier general, ANG: Raymond A. Fortin, assistant adjutant general for air, Maine ANG; Roy A. Jacobson, assistant adjutant general for air, Arizona ANG; Raymond J. Kopecky, commander, 146th Military Air-lift Wing, California ANG; Michael C. Maione, chief of staff, New York ANG; William D. Prescott, assistant adjutant general for air, Pennsylvania ANG; Valentine A. Siefermann, assistant adjutant general for air, Hawaii ANG; and Walter E. Williams Jr., commander, 140th Tactical Fighter Wing, Colorado ANG.





Keeping C-124s available for USAF missions requires skilled maintenance crews and precision equipment. (l) A 915th MAGp. C-124 gets a periodic check in a Homestead AFB hangar. (below) Inside a 916th MAGp. plane is a maze of instruments. Aircrews must meet same JCS criteria as active duty crews before they are "ready."



## Priority Units . . . a status report

*"Urgent national defense requirements today call for the stepped up training of our [Reserve] components to achieve an advanced stage of combat readiness."*

Robert S. McNamara  
Secretary of Defense

- Objective: Raise selected Reserve units within the airlift and tactical forces to a peak operational readiness as quickly as possible.

The Air Reserve Forces received this priority assignment approximately six months ago. Their answer was the usual immediate reaction which has become synonymous with Air Reserve Forces. More than half the units already have reached their goal—some in less than one month—and the remainder are progressing on schedule.

Their success is the result of several factors: the spirit and determination of the individual Reservist—the understanding of families and friends—and, the firm support of employers and representatives of business and industry.

In August, 1965, the Department of Defense authorized selected Air Force Reserve and Air National Guard units to bring their personnel strengths up to 100 per cent and intensify their training programs.

However, problems do exist and outside assistance is necessary. This is particularly true in the case of the Reservists' families and employers. Families and other members of the community are asked to accept the absence of



The operations room of a typical Control and Reporting Post shows complexity of tactical control functions. These mobile units monitor aircraft flying strike missions in support of Army ground forces.



servist more often than under the previous training program. Employers' cooperation is necessary. Reservists need a time off from their civilian jobs so they can attend additional training periods.

The significance of bringing these Reserve units to the highest state of combat readiness was reflected in a letter from Secretary of Defense Robert S. McNamara to leaders of business and labor through the AFL-CIO, the Chamber of Commerce of the United States and the National Association of Manufacturers. The secretary advised them of the intended training requirements and asked for their support saying, "The [Reservist] in these . . . units will need the understanding and support of his employer—and particularly his supervisor at the working level—if he is to perform effectively both his military duty and the civilian job which this means of livelihood. We must make sure that neither his earning power nor his advancement possibilities will be jeopardized by his military service."

Following are extracts from the replies Mr. McNamara received:

" . . . The AFL-CIO will cooperate in every way in the effort to free members of National Guard and Reserve units for extra days of training." George Meany, president of the American Federation of Labor and Congress of Industrial Organizations.

" . . . I feel confident our members will respond to the call for their cooperation to help achieve the increased level of training required of employee reservists who are asked to shoulder this added share of our nation's military preparedness." Robert P. Gerholz., president, Chamber of Commerce of the United States.

"We will do our best to encourage our member companies to recognize the problem faced by their participating employees and do everything possible to facilitate their performing their patriotic duties . . ." W. P. Gullander, president of the National Association of Manufacturers.

AFM selected 25 Air Reserve Forces' groups. In the Air National Guard they include nine tactical fighter groups flying F-100s, four tactical reconnaissance groups equipped with RF-84Fs, and one tactical control group. The Air Force Reserve's priority units are 11 military airlift groups. When the program is completed, each of these airlift groups will be flying C-124s. A total of 4,569 individuals are being added to the rosters of the 25 units. This raises the overall strength from 15,462 to 20,031.



*Specialized training is necessary for the safe handling of ordnance. An Air Guard armorer of the 140th Tactical Fighter Gp. fuses bombs of an F-100 about to engage in a practice gunnery mission.*



*ANG pilots of the 188th TacReconGp. fly RF-84Fs on a training mission. Combat readiness also includes high-speed processing and interpreting of reconnaissance photos.*

Reaching a peak of combat readiness requires a lot of hard work. People have to be recruited and trained to use complex equipment and function as a team. Meeting the Joint Chiefs of Staff criteria for operational readiness involves additional problems for some units. Two of the airlift groups now fly C-119s but are scheduled to receive C-124s later this year. They can not be considered "ready" until they have the new aircraft and sufficient aircrews capable of flying them. They also must have a specific number of ground crews and equipment to repair and maintain the aircraft. Those groups that were flying C-119s and C-123s and have already converted to the newer aircraft face similar problems.

The Air Force Reserve priority units are: (military airlift groups) 940th, McClellan AFB, California; 941st, Paine Field, Everett, Washington; 915th, Homestead AFB, Florida; 935th and 936th, Richards-Gebaur AFB, Missouri; 918th, Dobbins AFB, Georgia; 942nd, March AFB, California; 916th, Carswell AFB, Texas; 917th, Barksdale AFB, Louisiana; 937th, Tinker AFB, Oklahoma; and 905th, Bradley Field, Windsor Locks, Connecticut.

Air National Guard priority units are: (Tactical fighter groups) 177th, Atlantic City, New Jersey; 107th, Niagara Falls, New York; 113th, Andrews AFB, Maryland; 121st, Lockbourne AFB, Ohio; 131st, Lambert Field, Missouri; 140th, Buckley ANG Base, Colorado; 150th, Kirtland AFB, New Mexico; 184th, McConnell AFB, Kansas; and 185th, Sioux City, Iowa. (Tactical reconnaissance groups) 188th, Fort Smith, Arkansas; 127th and 191st, Detroit, Michigan; and 155th, Lincoln AFB, Nebraska. Also the 157th Tactical Control Group, Jefferson Barracks, Missouri.





This dramatic, low-level photo of a Viet Cong gun emplacement and North Vietnamese gunners racing to man weapons was taken by an RF-101 on reconnaissance over enemy territory.

# THE PACIFIC AIR FORCES . . .

*Its primary mission  
is as far reaching as the  
area it covers. It must  
maintain aerospace  
supremacy over 40 per  
cent of the earth's surface.  
Just outside its borders is  
a potential enemy air  
threat estimated at 5,000  
jet fighters and bombers.*

*In addition, the command . . .*

- *provides ready, mobile, tactical jet strike forces to meet any contingency;*
- *furnishes an instant alert and air defense capability against enemy attacks on the U.S. from across the Pacific;*
- *supports the joint military operations of the Department of Defense's unified Pacific Command (PACOM), including aerial reconnaissance and intra-theater airlift;*
- *provides airpower, training and support to the Republic of Vietnam;*
- *maintains bases and facilities to support forces deployed from continental U.S. (In times of crisis, PACAF is augmented by U.S.-based, highly mobile air strike and airlift units of the Tactical Air Command (TAC) and the unified U.S. Strike Command); and*
- *assists the air forces of friendly nations in the Far East in defending their homeland, by contributing to the air aspects of the Military Assistance Program.*



**T**HIS major command represents the U.S. Air Force's tactical air arm in the vast expanses of the Central and Western Pacific, the Far East and Southeast Asia. These areas are populated by about one and one-half billion people, half of whom are Communist controlled. Consequently, helping repel Communist aggression in Vietnam is one of PACAF's major functions. At the same time, it has to maintain sufficient airpower to meet any other emergency arising within its area of control.

On the other side of PACAF's eastern boundary—mainland Asia—are more than 100 Communist-operated air bases. Some are so close they are within three minutes striking distance.

There are approximately 70,000 Air Force personnel and tactical squadrons assigned to PACAF. In addition, the command's airpower is strengthened by more than 60 tactical units belonging to member nations of the Military Assistance Program (MAP) in the Far East, and to other countries such as Australia, New Zealand and Great Britain.

MAP is a program through which the U.S. provides Free World nations military equipment and training for their personnel. The objective is to give these nations the ability to resist Communist aggression and maintain internal security.

Major formal agreements such as the Southeast Asia Treaty Organization (SEATO) and the Australian-New Zealand-United States (ANZUS) Alliance align PACAF with the air forces of our allies. Through joint exercises and operational readiness inspections, these forces are blended into a uniform organization capable of closely knit air operations. Such realistic practice in close combined air offensive and defensive operations has welded the United States and its Pacific air partners into a total tactical "force in the air" second to none in the Far East.

Thus, the commander of PACAF has a dual responsibility: to the Commander in Chief of the Pacific Command (CINCPAC), a unified command of which PACAF is the tactical component, and to the Chief of Staff, USAF, for all administrative and support matters that are primarily of Air Force interest. In the total discharge of his dual responsibilities, the PACAF commander exercises authority over all assigned operational and support forces, bases, and units.

The PACAF organization includes a headquarters at Hickam AFB, Hawaii, and six subordinate commands:

Fifth Air Force, Fuchu Air Station, Japan . . . the first line of air defense and air offense in the Far East. This includes Japan, Korea, Iwo Jima, Okinawa, and other Ryukyu islands, and the seas surrounding those land areas.

In a general war, the Fifth's modern, dual-purpose jet fighters and bombers would prevent or seriously hamper the enemy's ability to conduct air operations. In a limited war, its aircraft would maintain air superiority, fly interdiction missions and provide close air support for surface forces.

The Fifth Air Force works closely with Japan's Air Self Defense Force and the air forces of the Republic of Korea. At strategically located bases, the Fifth's pilots and support crews are on alert continuously, ready to respond to warnings received from radar stations throughout Japan, Korea and Okinawa.

The Fifth Air Force's aircraft include: F-100, F-105 and F-4C fighters; RF-101 reconnaissance; C-47, C-54, C-118, C-121, C-130 and C-124 cargo transports; WB-47 and WB-50 weather reconnaissance; and T-39 and T-33 trainers.

Thirteenth Air Force, Clark AB, Republic of the Philippines, is the tactical air arm in the Southwest Pacific. It is responsible for air defense in the Philippines, Taiwan, Guam and the mainland of Southeast Asia. To accomplish this, the Thirteenth operates the air defense control center at Clark in conjunction with the Philippine Air Force. For Air Defense missions the Thirteenth is equipped with F-102s and F-4Cs.

The Thirteenth is organized for mobility and can provide a swift reacting, self-sustaining fighting team at a moment's notice whenever needed. Its units can be tailored to do many missions including close air support, interdiction, photo reconnaissance, or maintaining air superiority with a variety of armament.

The aircraft used to accomplish these functions are the F-100 and F-4C tactical fighters; B-57 bombers and RB-57 reconnaissance jets. Also assigned are T-39 jet couriers, T-33 trainers, and C-54, C-47 and U-6A local courier aircraft.



*A B-52 (l) drops its bombs during a strike mission against the Viet Cong. (below) Three F-5 "Freedom Fighters" take turns being refueled from a KC-135. The F-5 is being tested as a tactical fighter in Vietnam. It is the most recent addition to PACAF's operational aircraft.*





*Medical specialists (r) of the 9th Aeromedical Evacuation Sq., prepare a Vietnamese casualty for a C-141 flight to N.Y. (below) Armorers of the 2nd Air Division fuse the 750 pound bombs on an F-100 . . . readying for an early morning strike against the Viet Cong.*



The Second Air Division, Tan Son Nhut Airdrome, Vietnam, operates in the jungles, mountains and swamps of Southeast Asia. Its primary job is to support the South Vietnamese in their fight against the Viet Cong. It is manned for special air warfare operations by a permanent staff and supplemented by temporary duty personnel serving throughout the Republic of Vietnam and in Thailand.

The 2nd Air Division also is the air component command of the Military Assistance Command Vietnam/Thailand (U.S. MACV and U.S. MACTHAI). In this capacity, it provides direct combat support and air operational training to the Vietnam Air Force in fighter-bombers, liaison aircraft and helicopters.

Following are some examples of the type operations being conducted by the 2nd Air Division:

A sudden night attack by the Viet Cong on a military outpost in the Mekong Delta brings a night flare/strike team into action. A series of brilliant 750,000 candlepower flares dropped by a C-123, turns the dark night into day around the outpost. Fighter-bombers strike the Viet Cong with demolition or anti-personnel fragmentation bombs, high explosive rockets and 20mm cannon fire.

In the south-central plains, F-100s are scrambled by the Air Support Operations Center (ASOC) to support South Vietnamese ground forces. These planes are vectored to the target area by Tactical Air Control System (TACS) radar controllers and directed to their specific strike point by Forward Air Controller (FAC) airborne in a light observation aircraft.

In the far north, a large Viet Cong concentration of troops in the remote jungle hills, inaccessible to ground assault, comes under swift and devastating attack by twin-jet USAF B-57 light bombers.

A military freight train heads north along the single line track connecting Saigon and Hue; a truck convoy loaded with troops travels the road from Bein-Hoa to Pleiku. Flying a continuous "S" pattern overhead is a light L-19 observation plane in constant radio contact with a pair of A-1s patrolling nearby. If the L-19 pilot detects evidence of Viet Cong ambush plans or forces lurking in the area, he calls the A-1s to deal with the situation.

Small groups of Vietnamese Special Forces and their U.S. Army advisers, operating deep in Viet Cong areas and completely cut off from land supply lines, are sustained in the field by pinpoint paradrops from C-123s and C-47s. Tactical firepower for close air support is available upon request to the nearest ASOC, FAC or Air Coordinator.

The war in Vietnam is one of the most unusual and unconventional faced by USAF planners since World War I. It is a war against the hide-and-seek methods of the Viet Cong. There are no well-defined battle lines. Targets are



*Vietnamese sentries guard a C-123 at a remote airfield. This PACAF "workhorse" flies assault airlift missions which furnish vital supplies to Army and Marine ground forces in forward areas.*



all and melt quickly into the jungle. Sudden and violent Viet Cong attacks can give air targets short life. Thus, appeals for air support require the quickest possible response and decisive reaction.

In April 1962, the U.S.-Vietnamese Air Forces flew 50 combat sorties. As the Viet Cong expanded their aggression, the allies' sorties increased steadily. During the current fiscal year the joint air forces flew as many as 4,000 per week.

Many different types of aircraft and helicopters are needed to carry out the missions in Vietnam. They range from the O-1 m.p.h., O-1 observation plane, to the F-4C tactical fighter that travels at twice the speed of sound. SAC's B-52 jet bombers fly precision raids against enemy targets. Each can deliver more than 38,000 pounds of bombs. MAC's newest transport, the C-141, carries personnel and supplies across the Pacific. It can haul 20,000 pounds of cargo more than 100 miles.

The F-5 recently was added to the list. This 1,000 m.p.h. plane is being tested as a tactical fighter. It can carry over 100 pounds of air-to-air and air-to-surface weapons or reconnaissance equipment.

Other aircraft used in Vietnam includes the F-100, F-102, F-104 and F-105 fighters; RF-101 and RB-66 reconnaissance; C-123, C-130, C-124 and C-135 transports; B-57 medium bombers; U-10 air commando courier and utility transports, and the HU-16 search and rescue planes.

In addition, A-1Es and A-1Hs fly special air warfare strafing missions during the night or day; EC-121s equipped with radar provide early warning and serve as airborne command posts; and, the HH-43 and CH-3C helicopters are used in rescue operations and to carry passengers and cargo. The air commandos also fly the C-47. Some of these are equipped with the newly-developed 7.62 Mini-gun which fires 6,000 rounds of ammunition per minute.

In spite of the rigors of combat life and adverse climatic conditions, the morale among Air Force men is exceptionally high. During a recent tour, the PACAF command chaplain talked with men in the field and with base chaplains concerning morale. He reports they have an excellent understanding of the U.S. obligations to countries threatened by communist domination and that "... each man possesses a deep satisfaction in knowing what he does must be done."

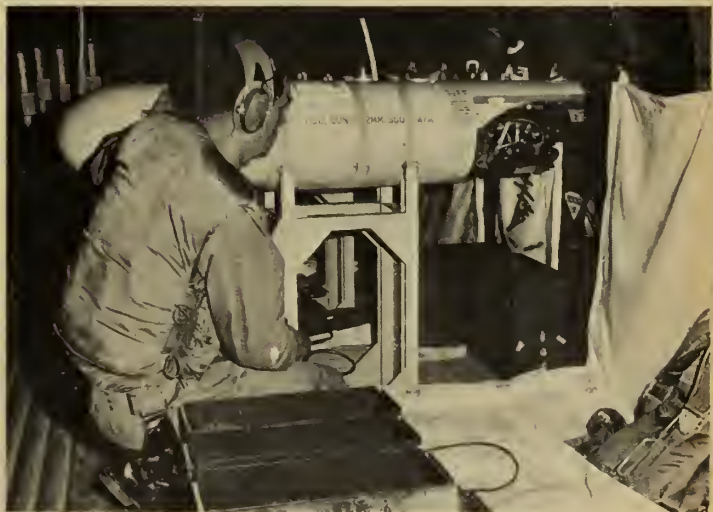
*Air Force crewmen kick supplies from a C-123 while flying low over a special forces camp deep in a Vietnam battle area. Cargo was part of 211,400 pounds dropped in two days.*



*Viet Cong sneak attacks are a constant threat. Members of the 34th Tactical Gp. protect a Vietnamese work crew at the Qui Nhon airbase.*



(a)



(b)

*The slow flying speed of the old, dependable C-47 makes it ideal for special missions in Vietnam. (a) A member of the 4th Air Commando Sq. drops flares to illuminate a target area during a night air strike. (b) Another air commando mans one of the plane's three Mini-guns. This recently developed weapon works on the same principle as the Gatling gun of the Civil War days.*





*A "Huskie" (l), carrying fire suppression gear, hovers over an airfield in Vietnam awaiting returning fighters. Versatile HH-43Bs perform crash-fire-rescue missions. Vietnamese cadet (below), training under the U.S. Military Assistance Program, gets a cockpit checkout from his USAF adviser.*



The 315th Air Division is the airlift arm for the Pacific theater. Headquarters is at Tachikawa Air Base in Japan. The division's mission includes airborne assault, aeromedical evacuation, dropping or landing supplies, airlifting passengers and cargo, and operating air terminals. This is a highly mobile force that can respond quickly and carry out any airlift assignment.

Four C-130 squadrons handle the airlift requirements. They are the 815th at Tachikawa and the 21st, 35th and 817th Troop Carrier Squadrons which are controlled by the 6315th Operations Group at Naha Air Base, Okinawa.

Performing air commando functions—troop carrier, airborne assault and aerial resupply—are four C-123 squadrons. Controlled by the 315th Air Commando Group in Vietnam, they are the 19th, 309th, 310th and 311th Air Commando Squadrons.

The 315th works closely with the Military Airlift Command (MAC) which is the single manager for the Department of Defense's global airlift requirements. MAC's 65th Military Airlift Group and its C-124 unit, the 22nd Military Airlift Squadron, are controlled by the 315th. In Vietnam, a detachment of the 65th serves as a liaison office to help speed the shipment and distribution of military supplies.

Transporting the sick and wounded is the mission of the 6485th Operations Squadron and the 9th Aeromedical Evacuation Squadron. Both are based at Tachikawa and fly C-54s and C-118s. Detachments also are based in Korea, Okinawa, the Philippines and Vietnam. The 6485th is assisted by a detachment of the Royal Thai Air Force. Flying C-47s, this United Nations unit airlifts cargo and mail to limited access airstrips in Korea.

The 315th's air terminal responsibilities are supervised by the 7th Aerial Port Squadron at Tachikawa. The mission includes processing passengers and cargo at USAF bases in Japan, Korea, and Okinawa. Other units assigned to the 315th are mobile air terminal and combat control teams at Naha and Tachikawa.

Performing air terminal functions in Vietnam and Thailand are the 8th, 14th and 15th Aerial Port Squadrons. They handle the trans-shipment of cargo into the interior of these nations.

Also assigned to the 315th is the 5th Communications Squadron which sends mobile teams to forward areas to establish vital communications between airlift and control elements.

The experienced personnel and modern equipment of the 315th gives PACAF a highly flexible airlift force that can put a concentration of men and equipment anywhere in the vast Pacific area within hours.

PACAF's Base Command at Hickam AFB, services a USAF installations in the Hawaiian Islands. This includes Hickam and Wheeler AFBs, and Bellows and Dillingham Air Force Stations. It provides a vital logistics link between the Far East, Southeast Asia and the U.S. In addition, it supports all Department of Defense and USAF units in or passing through the Pacific area.

The Base Command operates the world's largest transier aircraft refueling depot overseas and can service and repair all types of USAF aircraft. Among its special activities, it works closely with the National Aeronautics and Space Administration in that agency's man-in-space program.

The Base Command also maintains T-33s, C-47s, C-54s, C-118s, C-121s and U3-As. It uses these aircraft to further the training of Air Force personnel in the Hawaiian Islands.

The 326th Air Division provides air defense for Hawaii and the areas east of Guam. This includes the Johnston, Midway, Wake, Christmas, Gilbert and Marshall islands and Palmyra, Kwajalein and Eniwetok atolls. Headquarters is at Wheeler AFB, Hawaii.

Fighter-interceptors and radar sites of the Air National Guard in Hawaii are controlled by the 326th. These ANG units are the 154th Fighter Group at Hickam AFB, and three Aircraft Control and Warning (AC&W) squadrons: the 109th, Koko Crater Air Force Station and the 169th, Mount Koala Complex, both on the island of Oahu, and the 150th, Kokee Air Force Station on the island of Kauai.

The Air Guard provides continuous air defense coverage for the Hawaiian Islands. All approaching aircraft are picked up and plotted by the AC&W radar operators. If a "track" remains unidentified longer than 60 seconds, the 154th



supersonic F-102s are scrambled from Hickam to intercept, identify and, if necessary, destroy. The radars also permit the Air Guardsmen to furnish navigation information to the pilots of military and civilian aircraft in trouble.

In addition to the ANG units, the 326th can depend on fighter aircraft of other military services in the area and the Army National Guard's Nike missile sites. The Division's control center at Wheeler is connected with PACAF headquarters and other centers in Japan, Korea, Taiwan, Okinawa and the Philippines. The 326th also is linked with the early warning networks of the North American Air Defense Command at Colorado Springs, Colorado.

*"Members of the Air Reserve Forces are demonstrating their professional skills in support of our increased logistical airlift required by the war in Vietnam. Reserve pilots and crews from throughout the U.S. have airlifted thousands of tons of urgently needed cargo to West Pacific and Southeast Asia bases from the Continental U.S. Besides airlift support, Reserve air terminal experts from McGuire, Travis, McChord and Donaldson AFBs assisted with the increased passenger and aircraft traffic at Hickam. Working hand-in-hand with the active duty personnel, Reservists have assisted in processing more than 101,000 passengers and nearly 4,000 aircraft through Hickam to and from the Far East. We in PACAF know what Reservists can do when called upon. I extend my thanks to all for the continuing support they have given us."*

**General Hunter Harris**  
Commander in Chief, PACAF

operated by PACAF Base Command, Hickam AFB is the world's largest transient aircraft refueling depot. It handles thousands of planes on transpacific crossings each year.



## THE PACAF COMMANDER



**GENERAL HUNTER HARRIS**

As Commander in Chief, PACAF, General Harris is responsible for the operations of USAF's air arm in the Pacific-Far East.

Graduated from West Point in 1932, the general received flight training, and transferred to the Army Air Corps in 1934. Prior to World War II, he served in the Philippines and in Washington. During the war, he commanded the 447th Bomb Gp. and the 13th and 92nd Combat BombWgs.

After attending the Air War College in 1948, General Harris served at Sandia Base, N.M., and later commanded the 509th Bomb Wg. In 1951, he was appointed commanding general, 47th Air Div. From 1952-1955, he held important plans and operations posts at Hq. USAF, and was Air Force member, Joint Strategic Plans Committee, JCS. Next came duty on the staffs, Hq. Far East Air Forces, and Commander in Chief, Pacific. In 1958 he became deputy comdr., Eighth Air Force, assuming its command in 1961. He was named SAC's vice commander in chief in October 1962, the post he held until assuming PACAF's command on August 1, 1964.



## ANG aids airlift . . .

The Air National Guard flew 75 special cargo flights during January to Pacific bases to help the Military Airlift Command (MAC) meet heavy airlift demands arising from the action in Vietnam. The flights were in addition to the 111 previously programmed for 25 ANG airlift units during the month.

The Air Guard's C-97s and C-121s transported more than 900 tons of cargo from terminals at Kelly AFB, Texas; McChord AFB, Washington; and Norton and Travis AFBs, California.

The missions were established by MAC's 22nd Air Force at Travis and coordinated for the National Guard Bureau by the 118th Military Airlift Wing, Nashville, Tennessee. All the missions, flown by volunteer ANG crews, were over and above the normal Air Guard flight training requirements.

## Comm. units cited . . .

Air Reserve Forces communications personnel have been cited for their "back-up" value to the Air Force Communications Service (AFCS).

Major General J. Francis Taylor Jr., AFCS vice commander, addressing a recent meeting of Air National Guard

communicators in Sacramento, California, lauded Reserve Forces participation in humanitarian and disaster relief operations during the past year. He stated, "After watching our Reserve Forces units come through time and again in support of exercises, emergency actions and disaster relief, we in the regular forces can only conclude that our back-up capability is in expert and able hands, and that our augmentation forces are ready to go at the sound of the bell."

## ECI news . . .

The Extension Course Institute at Gunter AFB, Alabama, has activated eight new Career Development Courses and deleted five others from its inventory.

The new courses are: 30001 *Communications-Electronics Technician*; 30170, *Aircraft Radio Technician*; 31553, *Air Launched Missile Analyst Mechanic/Technician*; 43112, *Aircraft Mechanic (Reciprocating Engine Aircraft)*; 46150, *Munitions Specialist/Supervisor*; 68150, *Data Services Specialist/Supervisor*; 68550, *Data Processing Machine Operator/Supervisor*; and 42250, *Instrument Repairman*.

The deleted courses include: ICDCs 30170, 42250, 42350 and courses 4611 and 6806.

## AU deadlines . . .

Air Force Reserve officers desiring to attend the Air University's professional military schools at Maxwell AFB, Alabama, this year should contact their unit personnel officers immediately. Applications must reach Hq. Continental Air Command by March 31.

The schools include the Air War College, Air Command and Staff College and Squadron Officer School.

Applicants must be assigned to a Ready Reserve position and have a Ready Reserve agreement calling for at least two years' Reserve duty following graduation from the school. School criteria follows:

Air War College: Lieutenant colonel with at least 18 years but not more than 24 years' service; not more than 44 years of age; and hold a top secret security clearance. This 10-month course begins each August.

Air Command and Staff College: Captain or major; not more than 37 years of age; have at least eight but not more than eighteen years of service and hold top secret clearance. Course is 39 weeks and begins each September.

Squadron Officer School: First lieutenant or captain with three but not more than eight years' service; not over

**LEGEND:** Opposite each specialty is a series of grades and code numbers. The grades indicate the highest grade position available and the numbers are keys to the list of units with vacancies. For example, pilots are needed by No. 2 (302nd Aerospace Rescue and Recovery Sq.) in grades through captain, and medical service personnel by No. 5 (37th Medical Service Sq.) in grades through senior master sergeant. Additional vacancies, not listed, exist at other Air Reserve Forces' units. For information on listed positions, write directly to the unit using address given. If you do not qualify for one of the positions listed but wish to participate actively in the Air Reserve Forces program, use the application form on this page.

**Officer**

*Air Operations:* (Maj.) 16.  
*Avionics Munitions:* (Capt.) 4.  
*Electronic Warfare:* (Capt.) 17.  
*Information:* (Capt.) 16.  
*Intelligence Officer:* (Capt.) 17.  
*Intelligence—Air Targets:* (Capt.) 17.  
*Medical Professional:* (Lt. Col.) 5, 8, 18, 19.  
*Medical Service:* (Maj.) 5, 8. (Capt.) 17.  
*Navigator:* (Lt. Col.) 2, 3, 10, 14. (Lt.) 16.  
*Nurse:* (Capt.) 5, 8, 18, 19.  
*Pilot:* (Capt.) 2, 10, 14, 16.  
*Scientist Specialist:* (Capt.) 17.  
*Veterinary:* (Maj.) 5, 18, 19.  
*Dental:* (Maj.) 19.

**Airman**

*Administration:* (TSgt.) 5, 13, 17.  
*Aircraft Accessory Maint:* (SSgt.) 2.  
*Aircraft Maintenance:* (MSgt.) 2, 10, 14. (TSgt.) 16.  
*Aircrew Protection:* (TSgt.) 10, 14.

*Armament Systems:* (TSgt.) 4.  
*Communications Maint:* (TSgt.) 10.  
*Communications Operations:* (TSgt.) 10, 14.  
*Dental:* (SSgt.) 11.  
*Education and Training:* (TSgt.) 14.  
*First Sergeant:* (MSgt.) 5.  
*Intelligence:* (MSgt.) 17.  
*Intelligence—Language:* (MSgt.) 17.  
*Medical Service:* (SMSgt.) 5, 8, 11, 13, 18, 19.  
*Postal:* (SSgt.) 1, 6, 13.  
*Supply:* (SSgt.) 1, 6.  
*Transportation:* (SSgt.) 9.  
*Veterinary:* (A1C) 11.  
*Dental:* (A1C) 19.

**Air Technician**

*Weapons Mechanic:* 4 (NGW-10). Salary \$6,406 per year. Must possess AFSC 46250. Retired personnel not eligible.  
*Hydraulic Mechanic:* 4 (NGW-11). Salary \$6,448 per year. Must possess AFSC 42152. Retired personnel not eligible.

## Help Wanted

### KEY

### UNIT

- 4th Air Postal Flt., Maxwell AFB, Alabama.
- 302nd Aerospace Rescue and Recovery Sq., Luke AFB, Arizona.
- 8500th Navigator Training Sq., Hamilton AFB, California.
- 113th Tactical Fighter Wg., Andrews AFB, D. C.
- 37th Medical Service Sq., MacDill AFB, Florida.
- 1st Air Postal Gp., Dobbins AFB, Georgia.
- 154th CAMRON, Hickam AFB, Hawaii.
- 481st Medical Service Flt., Chanute AFB, Illinois.
- 91st Air Terminal Sq., O'Hare IAP, Illinois.
- 305th Aerospace Rescue and Recovery Sq., Selfridge AFB, Michigan.
- 431st Medical Service Flt., Niagara Falls MAP, New York.
- 2nd Air Postal Flt., 451 Bagley St., Greensboro, North Carolina.
- 448th Medical Service Flt., Wright-Patterson AFB, Ohio.
- 304th Aerospace Rescue and Recovery Sq., Portland IAP, Oregon.
- Base Maintenance Office, Wisconsin ANG, Trux Field, Madison, Wisconsin.
- 144th Air Transport Sq., Kulis ANG Base, Alaska.
- 1127th USAF Field Activities Gp., Fort Belvoir, Virginia.
- 453rd Medical Service Flt., Patrick AFB, Florida.
- 458th Medical Service Flt., Patrick AFB, Florida.

Please send me information on vacancies in the Air Reserve Forces for which I may be qualified.

NAME . . . . . GRADE . . . . .

SERVICE NUMBER . . . . . AFSC . . . . .

ADDRESS . . . . .

ZIP CODE . . . . .

MAIL TO: Air Reserve Personnel Center, 3800 York Street  
 Denver, Colorado 80205



years of age, except chaplain, legal and medical officers (excluding medical service officers) for whom the maximum age is 35 years. This is a 14-week course beginning in September, January and May of each year.

#### **new support squadrons . . .**

Commanders and key personnel for Air Force Reserve support squadrons to be activated on July 1, are being selected by Continental Air Command. To be activated are seven mobile maintenance and seven mobile support supply squadrons for the Air Force Logistics Command (AFLC), and six mobile enroute military airlift support squadrons for the Military Airlift Command (MAC).

The maintenance units will provide worldwide support of Air Force weapon systems enabling AFLC to furnish maintenance, crash or battle damage repair assistance to USAF units overseas. Each will be supported by a supply squadron having the same numerical designation. The supply units also will augment theater supply needs for advance base operations and specialized assistance during peak workloads.

The maintenance squadrons are authorized four officers and from 91 to 122 airmen. Supply squadrons will have one officer and 38 airmen. They will be at AFLC headquarters and six air materiel bases (AMABs). Dual designations and locations of the maintenance/supply units will be: 4th, Wright-Patterson AFB, Ohio; 10th, OCAMA, Tinker AFB, Oklahoma; 96th, SAAMA, Kelly AFB, Texas; 7th, OGAMA, Hill AFB, Ohio; 34th, WRAMA, Robins AFB, Georgia; and 32nd and 81st, SMAMA, McClellan AFB, California.

The six military airlift support squadrons will provide MAC with a high level of self-efficiency in aircraft maintenance, air terminal services, airlift command post, and forward supply support at established or intermediate support stations.

Each of the units will be authorized four officers and 149 airmen. Unit designations and locations will be: 11th and 12th, McChord AFB, Washington; 3rd and 4th, Travis AFB, California; 5th, McGuire AFB, New Jersey; and 8th, Charleston, South Carolina.

All of the units will be under the peacetime command of Continental Air Command and will be authorized 48 days of inactive duty training periods in addition to annual two-week tours of active duty.

Squadron personnel will be selected from Reservists residing near each unit. A limited number of nonprior service airmen will be recruited to fill vacancies.

#### **More name changes . . .**

Operational units of the Military Airlift Command (MAC) have been renamed. The redesignations also include many Air Reserve Forces units.

The C-124 units of the Air Force Reserve and all Air National Guard heavy transport units have been renamed military airlift wings, groups and squadrons. MAC's Air Rescue Service now is the Aerospace Rescue and Recovery Service (ARRS). The new name also applies to Air Force Reserve air rescue service units.

The changes are in keeping with the redesignation of the Military Air Transport Service to MAC on January 1. The new titles are more descriptive of the functions being performed.

MAC's Air Photographic and Charting Service title has been changed to Aerospace Audio-Visual Service (AAVS).

EASTAF was renamed 21st Air Force and WESTAF, the 22nd Air Force. The airlift wings under them are

called military airlift wings. The change includes the specialized wings at Andrews AFB, Maryland and Tinker AFB, Oklahoma. The 1254th at Andrews now is the 89th Military Airlift Wing, Special Missions, and at Tinker, the 1707th Air Transport Wing became the 443rd Military Airlift Wing.

The 1405th Aeromedical Transport Wing, Scott AFB, Illinois, was renamed the 375th Aeromedical Airlift Wing. Aeromedical transport squadrons became aeromedical airlift squadrons.

#### **Medical Reserve symposium . . .**

The third annual Medical Reserve Symposium will be conducted in Las Vegas, Nevada, April 21, in conjunction with a three-day meeting of the Aerospace Medical Association.

Air Force Reserve and active duty medical personnel attending will participate in a series of programs presented by international authorities which will feature the latest advancements in the medical aspects of aviation and space travel.

#### **CAP flying program . . .**

Additional funding and training sites have been obtained to permit expansion of Civil Air Patrol's cadet flying program in 1966.

The initial flight training program which provided personal flight experience for 92 cadets, included flight instruction for 28 cadets.

The program, conducted at Elmira, New York, proved to be such a success

that CAP has authorized an increase in financing from \$20,000 to \$56,710. This will increase flight enrollment from 28 to 148 boys and girls. In addition, training will be changed to enable all cadets attending to obtain Federal Aviation Agency private pilot certificates in powered aircraft or sailplanes. In 1965, only 28 of the 92 cadets enrolled had this opportunity. The remaining 64 cadets received one week of sailplane orientation.

*Dr. Jeannette Piccard, America's foremost woman balloonist, discusses youth aerospace and education programs with Col. Allen F. Herzberg, deputy cmdr., Hq CAP-USAF, and Mr. Charles W. Webb, deputy c/s for aerospace education and training, during visit to CAP National Hq.*







*Capt. William D. Lackey, pilot of the 145th MAGp's C-121, briefs flight crew before starting the three-day mission. The first day's itinerary included stops at eight landing fields and lasted 14 hours.*

by Robert K. Ruh  
MAC Directorate of Information

## Aeromedical Evacuation

*. . . another ANG contribution*

■ *Volunteers ease MAC's airlift load*

■ *Medics and aircrews work as a team*

**I**T was last summer . . . The Air Force needed a job done. Military Airlift Command's (MAC) aeromedical evacuation forces were being hard-pressed. More and more of its airlift was being channeled into Southeast Asia. Capable augmentation was a necessity.

The Air National Guard got the call.

For the first time, ANG medical personnel were asked to fly prime Air Force missions under less than all-out-war conditions on a regular basis. They immediately took over some of MAC's previously scheduled aeromedical missions, freeing that command for more urgent commitments overseas.

For the uninitiated, aeromedical evacuation is the air movement of sick or injured servicemen or military dependents from one point to another. Patients are flown to a medical facility where they can get the best treatment.

On August 1, 1965, volunteers of ANG's 145th Military Airlift Group, Charlotte, North Carolina, made the inaugural flight in one of the unit's C-121s.

Since then, Air Guard crews—all volunteers—have flown approximately five million patient-miles and currently are accounting for at least 12 per cent of MAC's stateside aeromedical evacuation missions.

Commenting on the new support role, Lieutenant Colonel Thomas L. Teate, ANG aeromedical liaison officer, said, "The Air Guard is getting tremendous satisfaction out of doing the job. . . . ANG personnel were eager to test the knowledge they had gained through the years of training for just such an emergency. The Guard was ready to go."

In addition to the 145th, eight other ANG military airlift groups are carrying out aeromed evacuation missions for MAC. They are the 161st, Phoenix, Arizona; 167th, Martinsburg, West Virginia; 170th, McGuire AFB, New Jersey; 172nd, Jackson, Mississippi; 171st, Pittsburgh, Pennsylvania; 153rd, Cheyenne, Wyoming; 168th, Olmsted AFB, Pennsylvania; and the 146th, Van Nuys, California. The 146th and

the 161st fly C-97s from California to Alaska via Washington. The other seven units fly C-121s over MAC routes in the U.S. and to Cuba, Puerto Rico, Bermuda, Panama and Newfoundland. They also fly "trunk line" runs which can include stops at many Air Force bases, or "feeder line" missions to almost any airstrip or airport in the country.

Any scheduled flight may be diverted, if necessary, to furnish evacuation service in such cases of emergency as moving a patient from one facility to another for specialized care or treatment. The aircraft are equipped with fittings to handle litters for stretcher cases as well as regular seats for ambulatory patients. They also can be adapted to carry special apparatus such as Stryker frames for burn patients, portable respirators; and can accommodate the requirements of various cast cases.

In the early months of the program, the ANG medical crews were augmented by regular USAF nurses and technicians who acted primarily as advisers. The regulars still fill this role on many of the flights; however, a large portion of the missions now are flown by all-Air Guard crews.

MAC's 375th Aeromedical Airlift Wing at Scott AFB, Illinois, controls the ANG aeromed augmentation mission. Coordination between MAC and ANG is maintained by the 171st Military Airlift Wing, Pittsburgh, Pennsylvania, through an ANG officer at the 375th's command post.

A typical aeromedical mission recently was flown by ANG's 145th Group. The flight crew included Lieutenant Colonel William L. Crowell and Captain William D. Lackey as pilots; Master Sergeants Wylie D. Lowery and Richard J. Millwood, flight engineers; and Master Sergeant David Graham, medical technician. Also on board were members of the unit's 156th Aeromedical Evacuation Flight. They were flight nurses Captain Julia C. Cooke and First Lieutenant Kathleen C. Koerbacher; and medical technician Staff Sergeant George A. Maydanis.

They arrived at Scott AFB the night before the mission was to begin. The following morning their workday began with a crew "show time" of 6:30 a.m. Joining them were two members of MAC's 11th Aeromedical Airlift Squadron: Captain Shirley Whitehurst, flight nurse, and Airman First Class Stanley D. Love, medical technician, who went along as advisers.

When the C-121 lifted off the runway at Scott, it carried five ambulatory patients.



The first day they stopped at Ft. Campbell and Ft. Knox, Kentucky; Sewart AFB, Tennessee; Indianapolis, Indiana; Wright-Patterson and Lockbourne AFBs, Ohio; Pittsburgh, Pennsylvania; and finally, Andrews AFB, Maryland.

By the time the three-day mission had ended at Scott, the crew had totalled 16 stops, covered 4,845 miles and had lifted 106 patients. They had logged 24 hours in the air. Business was normal—for an aeromed evacuation mission. The Charlotte unit had transported a wide range of patients. They included psychiatric cases to paralytic young dependents of military personnel. On the final day, 17 battle-wounded soldiers and Marines on stretchers were loaded aboard at Kelly AFB, Texas. They had arrived the night before from Travis AFB, California, the first stop in the continental U.S. for patients from Southeast Asia or the Pacific area.

On the flight with the Vietnam wounded, one man sank into shock. The nurses quickly applied oxygen and informed the pilots that a flight surgeon might have to be contacted to meet the plane at the nearest base. However, the patient gradually improved and the flight continued.

An emergency aboard the plane or an "urgent," (a patient who must be picked up within an hour) can disrupt an aeromed flight schedule.

Flying with the Air Guard on an aeromed mission is an experience. ANG nurses and medical technicians aren't faced any of the tough situations encountered by regular Air Force aeromed personnel.

Aboard an aircraft, nursing duties take on a new dimension. Captain Julia Cooke pin-points the areas: "Up in the air, a flight nurse has to make the decisions. You don't have a doctor right at your elbow or down the hall to tell you what to do. The added responsibility makes you more conscious of your role as a leader."

Captain Cooke and Lieutenant Koerbacher had come a long way—in experience and miles—since they first obtained their wings.

"I got into the Air Guard as something of a weekend hobby," Captain Cooke laughed. "My husband enjoys fishing on the weekends, and I was looking for something interesting to do with my time. I found it . . ."

Lieutenant Koerbacher was looking for travel and adventure and a "different approach to patients than I was used to" when she joined the Charlotte unit. "I find my Guard work personally rewarding."

Each of the nurses was emphatic about one thing—their Air Force and ANG training and their flight experience in patient care strengthened their nursing backgrounds.



*A wounded veteran of Vietnam is picked up at Kelly AFB for transfer to a hospital near his home. MAC's aeromed teams returned him to the U.S.*

Captain Whitehurst, the Air Force adviser, summed up her feelings about the competence of ANG nurses, "All of us who fly with them are favorably impressed. They are proficient and sharp. We try to help them learn the ropes and shorter ways of doing things. But the ANG girls are professional nurses and they show it."

They also show something else, obvious personal concern. Throughout the mission, the nurses and medical technicians moved steadily from seat to seat, stretcher to patient, saying a few words.

Sergeant Graham rolled a toy truck a few feet down the aisle to a two-year-old patient, the son of an Air Force sergeant in North Africa. Lieutenant Koerbacher fed an apple to a youngster going to Walter Reed Army Medical Center.

Sergeant Maydanis listened sympathetically as several of the Vietnam wounded discussed their experiences.

Meanwhile, normal medical duties—similar to those in a hospital, continued. Pills were distributed, shots given and lunches handed out.

As the Air Guardsmen went about their work they displayed something else—call it a sense of responsibility. The pilot, Captain Lackey, explained it this way: "We all know that when the door closes, the patients are in our hands. It kind of gets you."

*Ambulatory patients (r) board 145th's C-121. They were taken to hospitals having special treatment facilities. (below) Aeromed nurses check "passenger" list before takeoff . . . one phase of the unit's administrative functions.*







▲ Air Force Reserve Officer Training Corps cadets from five Midwest colleges and universities get a close look at the T-33 jet trainer during a tour of the 3510th Flying Training Wg. facilities at Randolph AFB, Texas. The ROTC program is a prime source of new officers for the Air Force.

◀ Maj. Gen. J. Stanley Holtoner, vice comdr., CONAC, greets Col. William Bohnaker (l), c/s, 6th Region, and Lt. Col. Alvin Moser, comdr. of the 302nd Aerospace Rescue & Recovery Sq. at Luke AFB, Ariz. The general made an inspection visit to the unit which was previously designated an Air Rescue Sq.

## RESERVE CAMERA

...orientation ... inspection ... new planes ... industry award



▲ Col. Patrick O'Grady (r), comdr., ANG's 142nd Ftr. Gp., accepts first F-102 being turned over by the Air Force's 337th Ftr. Gp. The Air Guardsmen now fly the F-89, but six already are checked out in F-102s. Col. Charles L. Praul, comdr. of the 337th, made the delivery.



▼ Brig. Gen. I. G. Brown (r), asst. chief, NGB for Air, presents a USAF industry award to Mr. Robert A. Young Jr. (l), pres. Arkansas Best Freight System, for support of the ANG program. Also present: Governor Orval Faubus and Brig. Gen. Frank Bailey, c/s, Ark. ANG.

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## the air reservist

Vol. XVIII—No. 3

April 1966

AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

### General John P. McConnell

Chief of Staff, United States Air Force

### Maj. Gen. Curtis R. Low

Ass't Chief of Staff Reserve Forces, USAF

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Forward address changes to The Air Reserve Personnel Center, 3800 York Street, Denver, Colorado, 80205. Be sure to furnish your old address and your service serial number when requesting change to new address. To insure accuracy, please clip and enclose your present address as it is printed on a recent copy of The Air Reservist Magazine.

The material contained in The Air Reservist is listed in the Air University Periodical Index.



... F-102s, flying over Europe, represent USAF's capability and readiness for the defense of "Free Europe" against any aggressor. The warrior highlights the flags of NATO's 15-member nations.



Citation and first Oak-Leaf Cluster to Legion of Merit is presented to Brig. Gen. E. J. Haseltine, (r) by Maj. Gen. J. S. Holtoner, CONAC vice comdr., during Washington conference. General Haseltine, who retired March 7, was cited for service as deputy comdr., First Region.

#### ROA conference . . .

"... it is absolutely essential to maintain our Air Force Reserve and Air National Guard in a state of high readiness. . . . In the various crises we have had during the past five years, the existence of a ready Air Force Reserve and Air National Guard has added significantly to the credibility of our posture. They made believers out of the skeptics. . . .

I am thankful that we have the Reserve Forces, that invaluable resource ready to sustain this nation in its times of trouble as it has so often in the past."

These points were highlighted by Under Secretary of the Air Force, Norman S. Paul, during the Reserve Officers Association conference in Washington, D. C., February 24-25. Mr. Paul was the honored guest and principal speaker at the Air Force luncheon held in conjunction with the meeting.

During the luncheon, two Air Force officers assigned to Hq. CONAC, were cited for their "outstanding contributions to the Air Force Reserve Program." Colonel Ellis M. Anderson, Reserve Affairs Officer, was presented ROA's Distinguished Service Citation, and Lieutenant Colonel William G. Broome, chief, Individual Training Division, received ROA's Award of Merit.

The key speakers at the Air Force Affairs Committee meeting were CONAC's vice commander, Major General J. Stanley Holtoner and Colonel Lester C. Hess, deputy assistant chief of staff for Reserve Forces, Hq. USAF.

Senator John C. Stennis of Mississippi

received ROA's Minute Man of the Year Award of 1966 as the citizen who contributed most to national security.

The Association's 10th National Convention will be held in New York City June 29 through July 1.

#### CONAC conference . . .

Recruiting requirements, management techniques, airlift accomplishments, and a status report on the new Special Training program were some of the subjects discussed at the February CONAC commander's conference in Washington, D.C.

CONAC Vice Commander, Major General J. Stanley Holtoner, was chairman of the February 25 meeting which gave Air Force Reserve region air wing commanders the opportunity to match notes on mutual problems and discuss possible solutions.

The 514th Troop Carrier Wing Commander, Colonel Campbell Y. Jackson, described the Navy-developed Program Evaluation Review Technique (PERT) system which his unit is applying to save time in converting from C-119s to C-124s. As a management control tool, PERT requires the detailed planning of all activities which must be accomplished before a final objective is reached. Colonel Jackson explained the full utilization of the technique would greatly simplify the problems involved in conversion.

Also in attendance for the conference were Mr. John A. Lang, Jr., special assistant for Manpower, Personnel and Reserve Forces to the Secretary of the Air Force and Major General Curtis R. Low, assistant chief of staff for Reserve Forces.



### Change of address . . .

Have you moved recently? If so, be sure to forward address change to The Air Force Reserve Personnel Center, 3800 Market Street, Denver, Colorado, 80205. Include your new ZIP Code. Furnish your old address and your serial number. To insure accuracy, please clip and enclose your present address as it is printed on a recent copy of *The Air Force Reservist Magazine*.

### New C-124 units . . .

Five more Air Force Reserve units have been selected to convert from C-119 to C-124 aircraft. This will bring to 19 the number of Reserve units assigned C-124s.

This fall, three troop carrier groups, the 909th, Andrews AFB, Maryland; the 945th, Hill AFB, Utah; and the 944th, Stewart AFB, New York, will convert to their new planes. Early in 1967, the 901st, L. G. Hanscom Field, Massachusetts, and the 932nd Troop Carrier Group, Scott AFB, Illinois, will be transitioned.

The gaining organization of the converted units will change from the

Tactical Air Command to the Military Airlift Command. The units will be redesignated military airlift groups.

After the redesignation and conversion action, each of the groups will be equipped with eight C-124s in place of their 16 C-119s. Each unit also is authorized an increase of approximately 25 per cent in personnel.

The four-engine C-124s carry almost three times the cargo load of the two-engine C-119s and add significantly to the capability of the Air Force Reserve's military airlift groups.

### Reserve affairs advisor opening . . .

An officer with extensive public information and journalism background and experience is needed to fill a vacancy occurring in June 1966 as Reserve Affairs Advisor with the Office of Information, Secretary of the Air Force, Washington, D. C.

The position is one of the Section 8033, Title 10, USC assignments for which non-EAD Reservists are recalled for a four-year tour of duty under AFR 45-22. A lieutenant colonel is required though a major will be given considera-

tion if he has outstanding qualifications. Lieutenant colonels assigned to the Air Force Reserve programs and actively participating are encouraged to apply immediately.

The officer will be the principal advisor to the Director of Information on Air Force Reserve and Air National Guard activities and will provide liaison with members of the Air Staff, Department of Defense, national veterans and other organizations. Also, he will administer activities of mobilization assignees of the directorate.

Journalism experience is essential. The officer should have less than 16 years of active military service and not have reached 56 years of age. Five years of commissioned service and three years of EAD are additional criteria. Other details are contained in AFR 45-22. All applications should be submitted through normal military channels. The Assistant Deputy Chief of Staff Personnel for Military Personnel (USAFMPC, Attn: AFPMRDR, Randolph AFB, Texas, 78148) processes applications for these 8033/265 assignments.

see NEWS page 15

## People . . .

**Retirements:** Major General Jess Larson, president of the Air Force Association; Brigadier General Edward J. Haselme, deputy commander of the First Air Force Reserve Region and Brigadier General John H. Richardson, deputy Assistant Chief of Staff for Reserve Forces . . . on March 7; Brigadier General Royal Hatch, commander of the First Region . . . April 30; Major General John H. Foster, first president of the Reserve Officers Association . . . May 1; and, Brigadier General Asa W. Candler, former member of the Reserve Forces Policy Committee . . . June 1.

**Awards:** Lieutenant Colonel Luther A. Piel of the 927th Troop Carrier Group, Selfridge AFB, Michigan, has been nominated for Tactical Air Command's *Outstanding Nuclear Safety Officer Award*. The colonel's work in developing a clear safety plan was so outstanding that it was adopted for all troop carrier units within the command. . . . Second Lieutenant Jerome Clark, ANG's 104th Tactical Fighter Group, Westfield, Massachusetts, took the top three awards in his pilot training class at Vance AFB, Oklahoma. In addition to winning the *Commander's Trophy* and the *Flying Officer to Graduate*, the lieutenant was designated as the *Outstanding Officer to Graduate*. His academic grade was 90 and his training mark 100. . . . Captain Charles V. Blair, 10th Air Refueling Group, Ohio ANG, was named *Man of the Year* by the Akron Junior Chamber of Commerce for contributions to the community. . . . The *Combat Readiness Medal* for "sustained professional performance" was awarded to eight pilots of the 184th Tactical Fighter Group, Texas ANG. It ranks just below the *Air Medal*. Recipients are: Majors Ted C. Koukoulis, Robert J. Welsh, Forrest D. Martin, Frank G. Ross and, Captains Clifford C. Bizak, and M. Buck, Thomas C. Ricky and Gary L. Parsons.



**CAPT. "FEARLESS FRED" FELDMAN**, A MEMBER OF THE 9215TH AFRES SQ. IN NEW YORK, IS THE ONLY EARLY-MORNING "CHOPPER JOCKEY" TO WHOM MILLIONS IN THE METROPOLITAN AREA LISTEN FOR TRAFFIC AND NEWS BRIEFS.... A JET FIGHTER PILOT, U. OF CONNECTICUT ROTC., FRED SERVED AS AIR RESCUE HELICOPTER PILOT (31ST AND 39TH SQS.) IN KOREA, JAPAN, FORMOSA AND THE PHILIPPINES.





First Award: Gen. John P. McConnell, chief of staff, USAF, made presentation to H. I. Romnes, president of the American Telephone and Telegraph Company.

## THE EMPLOYERS...

### *Silent Partners of the Reserve Forces*

*"The Air Reserve [Forces] program needs . . . the support and recognition extended to our citizen-airmen by their civilian employers. Only with such positive employer support can we maintain the 'Ready Now' Air Reserve Forces which the nation's protection and welfare demand."*

General McConnell

- Are Reservists getting the support they need from business and industry?
- Is this support important?
- Are employers receiving proper recognition?

Leaders of business and industry—large and small and in every state of the nation—are proving they realize the value of a *Ready Now* Air Force Reserve and Air National Guard. Their support is extremely important for without it the Air Reserve Forces would be undermanned and undertrained. The Military is cognizant of the support extended by these leaders in backing the Reservists.

The Air Force now honors those business concerns which give outstanding support and cooperation with a special citation from the Secretary of the Air Force for "Support of the Air Reserve Forces."

Nominations for the award come from individual Reservists employed by the company, or from unit commanders who are familiar with the personnel policies and practices of the organization. Documentation is then forwarded to the office of the Assistant Chief of Staff for Reserve Forces Headquarters USAF, for selection board evaluation.

The first citation was presented to the American Telephone and Telegraph Company for its exceptional program of assistance to the Air Reserve Forces. It was given to Mr. H. I. Romnes, president of the company, by General John P. McConnell, chief of staff, USAF. The ceremony took place during the Air Force Association's Chief Executives Luncheon, held September 17, 1965, in Washington, D.C.

In making the presentation, General McConnell said, "It is my honor and pleasure to present . . . this citation with it, the appreciation of our nation, the United States Air Force and our Air Reserve Forces."

Several of AT&T's affiliated companies also have received the award for their strong support of employee participation in the Air Reserve Forces. They are: the Illinois Bell, New England, New York, Ohio Bell, Southern Bell, Southwestern Bell Telephone companies, and the Western Electric companies of Arkansas and Oklahoma. Other recent recipients of the award were the Arkansas Best Freight Systems, Inc., and the Public Service Company of Colorado.

The New York Telephone Company, with more than 6,000 members of the Air Force Reserve and Air National Guard in its employ, and a very positive policy of support is an outstanding example of the type of organization which merits this award. It grants military leave to employees in addition to their annual vacation periods; supports the Air Reserve Forces through the company publication, exhibits, bulletin boards, and advertising in newspapers, radio and television; gives partial pay to those on military leave; and, encourages employees to join a Reserve unit and participate in community, political and national affairs.

In addition, when an employee attends Basic Training, technical school or performs active duty for training, he receives the difference between his normal civilian pay and basic military pay for a period of three weeks if he is single and six months if married. Also, he receives all increases in pay, benefits and seniority that he would be entitled to if he were still on the job and, he is given time off to attend military conferences and summer encampments.



The award to the New York Telephone Company was made on January 25, 1966, by Brigadier General James H. Isbell, commander of the 2nd Air Force Reserve Region. Major General Lewis A. Curtis, commander of the New York Air National Guard also attended the ceremony as a representative of the National Guard Bureau. Mr. Cornelius J. Stevens, president of the company accepted the citation. General Isbell summed up the vital significance of employer support in his presentation speech: "This citation is presented only after careful consideration and only to those companies which are most deserving . . . Through its contribution to our Air Reserve Forces program the New York Telephone Company has joined our forward moving Aerospace Team."

The Arkansas Best Freight Systems, Inc., has branch offices in 37 cities. Each one follows the Reserve-support policies established by the main office. The company's president, Mr. Robert A. Young Jr., accepted the award from Brigadier



*For encouraging Reserve participation: The New England Telephone Co.'s policy of granting time off for military affairs is one reason it was selected for the industry award. Employee Reservists receive diplomas for completing National Security Seminar.*



*For support of Air National Guard units: Western Electric's Southwest region office . . . Brig. Gen. I. G. Brown, asst. chief, NGB for Air, presented the award to Wilbur E. Fisher (standing, r).*

General I. G. Brown, assistant chief, National Guard Bureau for Air. The general praised the firm for encouraging employees to join the Air Reserve Forces and for its excellent relationship with Guard units in the area.

ANG's 171st Military Airlift Wing at Coraopolis, Pennsylvania, is typical of a Reserve unit that depends heavily upon employer support. More than 30 Pittsburgh firms are helping the wing accomplish its mission by lending their employee-Guardsmen. The 171st shuttles critically needed military supplies to Vietnam airfields such as Tan Son Nhut, Da Nang and Nha Trang. From January 1 to March 8, the unit's aircrews have flown five missions to Vietnam. They are scheduled to fly three each month from now until June. Referring to the support of these employers, Colonel Peter J. Phillipy, the 171st's commander, said, "Our job is to get supplies to the fighting men. . . . Without the sacrifice and manpower by the Pittsburgh companies we would not be able to fulfill our mission commitment satisfactorily."



*For support of Air Force Reserve units: Southern Bell Telephone and Telegraph Co. . . . Frank M. Malone, president, accepted the citation from Maj. Gen. J. Stanley Holtoner, vice comdr., CONAC.*





*Two F-105 wings maintain an around-the-clock alert. This all-weather, supersonic plane has bull's-eye accuracy from altitudes of 50,000 feet . . . and can land at any of the 425 existing runways from Norway to Turkey.*

## UNITED STATES AIR FORCES IN EUROPE

*USAFE's primary mission is to remain constantly alert, training and maintaining its units for possible defense of the West. It also . . .*

- *provides logistic support for NATO forces in Europe.*
- *participates in international planning, and*
- *assists the air forces of other NATO nations in developing their combat capability.*

**T**HE United States Air Forces in Europe (USAFE) is the largest single contributor of airpower to the North Atlantic Treaty Organization. In addition, it has responsibilities along a perimeter of free nations embracing a quarter of the globe. This arc extends from the British Isles and Scandinavia through Western Europe, North Africa and the Middle East to Pakistan.

Fifteen nations are members of NATO. They include Belgium, Canada, Denmark, France, Federal Republic of Germany, Greece, Iceland, Italy, Luxembourg, The Netherlands, Norway, Portugal, Turkey, United Kingdom and the United States. This defensive alliance was established in 1949. Its purpose is to preserve liberty and halt the spread of aggression. Article 5 of the North Atlantic Treaty states: ". . . an armed attack against one [member nation] shall be considered an attack against them all."

To enforce this principle, NATO countries having military forces combine their land, sea and air components to function under NATO's Military Committee.

In an emergency, USAFE's combat-ready capabilities would be transitioned into NATO air strike power through a chain of command controlled by the Supreme Headquarters Allied Powers Europe (SHAPE), in Paris, France. U.S. General Lyman L. Lemnitzer, who is Supreme Allied Commander Europe (SACEUR), heads SHAPE and commands NATO forces in Europe. General Lemnitzer wears a second hat in the role as Commander in Chief of the U.S. European Command (USCINCEUR). He delegates broad authority for the control of U.S. forces in Europe to a Deputy USCINCEUR, a four-star general who remains at USEUCOM headquarters at Camp Des Loges, France. European Command (EUCOM) is the senior headquarters for NATO U.S. forces in Europe and the Mediterranean area.

Under this unified European Command are U.S. land, sea and air forces. U.S. Army in Europe (USAREUR), with headquarters at Heidelberg, Germany, is commanded by General Andrew P. O'Meara. In command of the U.S. Navy in Europe (USNAVEUR) with headquarters in London, England, is Admiral John S. Thach, and United States Air Forces in Europe is commanded by General Bruce K. Hoyle, who also commands the Fourth Allied Tactical Air Force, a NATO tactical air command.

USAFE's primary day-to-day bosses are U.S. Air Force Headquarters in Washington and the European Command. Periodically, USAFE is under the direction of SHAPE during joint training maneuvers.

Under SHAPE are four geographical commands. Allied Forces Central Europe (AFCENT), with headquarters at Fontainebleau, France and Allied Forces, Southern Europe (AFSOUTH), with headquarters at Naples, Italy, are two geographical commands to which USAFE men and aircraft will be committed in case of an emergency. Allied Forces Northern Europe (AFNORTH), with headquarters near Oslo, Norway, and Allied Forces Mediterranean (AFMED), with headquarters on the island of Malta, are the third and fourth area commands. AFNORTH operates as a three-service command combining air and other military functions. AFMED is primarily a naval command with no air functions.

AIRCENT and AIRSOUTH are the air components of their respective allied area commands. AFCENT and AFSOUTH. Tactical air units either directly assigned to or controlled by USAFE are earmarked for four different NATO organizations. These, with their affiliations in the NATO chain of command are:

- Second Allied Tactical Air Force (2nd ATAF), with headquarters at Moenchengladbach, Germany, is under the command of the Allied Air Forces Central Europe (AIRCENT).



- Fourth Allied Tactical Air Force (4th ATAF), Ramstein Air Base, Germany, also is under AIRCENT.
- Fifth Allied Tactical Air Force (5th ATAF) at Vicenza, Italy, is under the Allied Air Forces Southern Europe (AIRSOUTH), and
- Sixth Allied Tactical Air Force (6th ATAF) at Izmir, Turkey, also is under AIRSOUTH.

The bulk of USAFE's tactical forces would be committed to 4th ATAF.

Command headquarters is located at Lindsey Air Station, Wiesbaden, Germany. About 80,000 Air Force officers and airmen, more than 1,000 aircraft and over 450 units are assigned to USAFE. The command is linked with Pacific Air Forces and Tactical Air Command in the global flexibility of airpower world-wide.

USAFE capabilities include nuclear strike, conventional attack, reconnaissance, air defense and tactical airlift. By far the greater number of aircraft and missiles support USAFE's strike capability. This mixed force is in an around-the-clock alert posture seven days a week.

The command can respond quickly to any emergency: from the need for air-ground tactical operations in support of a limited conventional war to massive thermonuclear retaliation. In addition, it performs humanitarian missions



*NATO defenses can be reinforced quickly through USAF's airlift mobility. Army troops leave a MAC C-135 after being sped from the U. S. to a USAFE base during "Operation Long Thrust."*



*USAFE's radar network is vital to the security of the western world. In Spain (l), a Spanish sentry stands guard at an AC&W site on top of a bleak mountain. In Italy (below), a remote station at Mt. Paganella is a communications link within NATO's forces.*

furnishing emergency relief to communities stricken by natural disasters such as floods and earthquakes.

USAFE's tactical aircraft can be armed with nuclear or non-nuclear weapons to strike enemy targets, disrupt supply lines, isolate battlefields or provide close air support for ground forces. The command's pilots fly the F-100 *Super Sabre*, F-101 *Voodoo*, F-105D *Thunderchief* and F-4C *Phantom II*. The F-105D is a twice-the-speed of sound, all-purpose, all-weather, fighter-bomber, capable of delivering heavy bomb loads deep into enemy territory. The newest of USAFE's weapon systems is the F-4C, a *Mach 2*-plus, two-engine, two-man, all-weather fighter-bomber.

For its defense mission, USAFE utilizes the F-102A *Delta Dagger*. This supersonic all-weather interceptor is armed with air-to-air guided missiles and rockets, and is capable of intercepting enemy bombers at stratospheric altitudes.

USAFE's reconnaissance wings, stationed in England and France, are equipped with the all-weather RF-4C and RF-101 aircraft. To maintain combat proficiency, tactical fighter and reconnaissance crews engage in a continuous rotational training program at the flying training center, Wheelus AB, Libya.





USAFE's weapon systems include tactical missile units positioned at strategic locations and armed with the *Mace*. This surface-to-surface missile has a jam-proof inertial guidance system, a range of over 1,200 miles, can carry a nuclear warhead, and can be launched in less than 15 minutes.

USAFE's airlift function is performed through a special command relationship by the 322nd Air Division, a Military Airlift Command (MAC) unit with headquarters at Chateauroux Air Station, France. The theater tactical force consists of two Tactical Air Command rotational squadrons of C-130 *Hercules* troop carriers and a MAC rotational squadron of C-124 *Globemasters*. These are used for intra-theater unscheduled logistical airlift and aerial delivery of cargo and personnel in conjunction with U.S. Army forces stationed in Europe. Scheduled air logistic support within the European, Middle Eastern and African areas is accomplished by MAC as an extension of its transatlantic routes.

Two other MAC organizations with headquarters at Ramstein Air Base, Germany, perform USAFE-related missions. They are the 2nd Weather Wing, providing meteorological service through four squadrons, and the Atlantic Aerospace Rescue and Recovery Center (ARRC), functioning as the USAFE Search and Rescue Center.

The Third and Seventeenth Air Forces are the major tactical air arms of USAFE. They have a conventional or nuclear capability and are NATO-committed. In the event of hostilities, both come under the operational control of the Fourth Allied Tactical Air Force (4th ATAF). Other allied units comprising the 4th ATAF are: No. 1 Division, Royal Canadian Air Force; the French Air Force Premier Commandement Aerien Tactique; and, the German Air Force Group South. This international force is guided by General Bruce K. Holloway, USAFE's commander-in-chief.

The Third Air Force has its headquarters at South Ruislip, England. In the event of war, its tactical units would be assigned NATO duty with the 4th ATAF. Third Air Force operates its combat force of three tactical fighter wings and one tactical reconnaissance wing from bases in England.

The "eyes" of the Third Air Force are the pilots and RF-4Cs of the 10th Tactical Reconnaissance Wing, RAF Station, Alconbury, Great Britain. These pilots carry out photographic and visual reconnaissance missions to obtain the intelligence necessary for conducting air and ground operations. Special equipment carried in the RF-4Cs allows precise day and night photography under all weather conditions and at high altitudes and speeds.

In addition to its combat mission, the Third Air Force has another vital role. It is the "single point of contact" with Her Majesty's Government for negotiating arrangements between the U.S. Air Force and the United Kingdom. These arrangements pertain to location of installations, property maintenance, flight operations, logistics, law, medicine, civil engineering, and education for the 30,000 military personnel of all U.S. forces in Britain, plus dependents.

Communications for U.S. Forces in Great Britain is the responsibility of the United Kingdom Communications Region, also located in South Ruislip. Its commander wears two hats, that of deputy chief of staff for communications on the Third Air Force commander's staff, and commander of the U.K. Communications Region. He controls 14 squadrons, 28 detachments and 141 communications facilities, all located in the U.K. They supply the "reins of command" for Third Air Force activities and communications support for State Department, Ballistic Missile Early Warning System, Military Airlift Command, U.S. Navy Europe, Strategic Air Command and other Department of Defense agencies.

Seventeenth Air Force is the other air strike arm of USAFE. It is a versatile force equipped with high-performance jet aircraft and tactical missiles.

*NATO's airpower is made up of the pilots and aircraft from many nations. Joint exercises enable them to sharpen skills and function as a team. On this flight line are tactical fighters of Germany, France, Great Britain, Canada, The Netherlands and the U. S.*



*An aircraft traffic controller of USAFE's 1946th Comm. Sq. mans a radar scope at the Tempelhof Airport in Germany. Day and night and in all types of weather allied pilots depend upon navigational instructions from these specialists to make certain they do not stray off course when flying through the three narrow air corridors leading to Berlin.*



*USAFE controls a mixed force of fighter bombers, airlift and reconnaissance planes and tactical missiles. At strategic points along the "iron curtain" the all-weather "Mace" missile sites of the 38th Combat Support Gp. pose a strong, immediate counterthreat to enemy aggression.*





...w members "scramble" to prepare an F-105  
...an air defense mission. Within  
...utes their plane is off the ground  
...ly to intercept, identify or  
...roy enemy aircraft. Only after he is  
...t does the pilot learn whether  
...a training exercise or the real thing.



The 17th's headquarters is located at Ramstein AB, Germany. Seventeenth's mission punch is provided by three tactical fighter wings, a tactical missile wing and a tactical reconnaissance wing and group. Additionally, the 17th operates the 7272nd Flying Training Wing.

As the largest USAFE numbered air force, the 17th operates bases in Germany, France, Italy and Libya. Other major 17th Air Force units include the 7030th Combat Support Wing at Ramstein and the 7227th Combat Support Group at Aviano AB, Italy. The Ramstein wing supports some 51 on-base units and 150 other locations.

The 7227th provides facilities for a TAC rotational fighter squadron standing guard in Southern Europe. Additionally, Seventeenth maintains three standby bases in France: Chaumont, Etain and Phalsbourg.

In the event of hostilities, the majority of the 17th's tactical units become a part of NATO's 4th ATAF. It is armed with nuclear and conventional weapons and can immediately launch a sustained air offensive as well as reconnaissance flights. The tactical air offense mission includes gaining air superiority by attacking hostile air bases and destroying enemy aircraft on the ground or in the air. Also, it includes destroying supply dumps and attacking hostile troop concentrations in rear areas and isolating battle areas by disrupting lines of communications. The 17th's fighters can give close air support to allied ground forces.

The units that accomplish this mission are: 50th, Hahn AB; 36th, Bitburg AB; and the 49th, Spangdahlem AB; all in Germany. They fly the F-100, F-105 and the F-4C. Adding to the 17th's power is the 38th Combat Support Group equipped with *Mace* missiles, at Sembach AB, Germany.

The mainstay of the NATO air defense system is USAFE's 86th Air Division at Ramstein AB, Germany. It maintains a constant, around-the-clock vigil on all airborne activities in Central Europe. This area extends from The Netherlands south to the Austrian border and from Pruem, near Belgium, to the East German border.

The 86th maintains three fighter interceptor squadrons equipped with F-102 *Delta Daggers* armed with *Falcon* missiles. A fourth squadron of F-102s is stationed in The Netherlands, where its operations are closely coordinated with the Royal Netherlands Air Force. Division aircraft control and warning squadrons are linked in a semiautomatic control system similar to the *SAGE* system in the U.S. The 86th Air Division is directly subordinate to USAFE.

The nerve center of the 86th is the Sector Operations Center near Ramstein. The Center is linked with its radar sites and fighter-interceptor squadrons. In addition, the sector commander can direct the U.S. Army's 32nd Brigade to respond to an invasion. The 32nd is armed with *Nike* and *Hawk* surface-to-air missiles.

Five aircraft control and warning squadrons operate a network of radar stations which furnish 24-hour-a-day surveillance of the skies over Europe. These units monitor all approaching air traffic and, if an aircraft is not identified within one minute, the fighter-interceptors take over. The radar controllers also play an important role in guiding planes through the narrow air corridors to Berlin.

The 86th also trains members of the German Federal Republic's Air Force to operate the air defense radar net.

Additionally, the radar system provides navigation information and, when necessary, aid to military and civilian aircraft in distress. Since 1957, the radar net has helped save over 100 planes of the U.S. and other nations.

The 86th's flying arm also has made significant contributions in this area. The all-weather capabilities of the F-102s enable their pilots to guide disabled aircraft to safety.

The 66th Tactical Reconnaissance Wing at Laon AB, France, uses RF-101s and RF-4Cs to obtain visual and



photographic documentation of activities behind enemy lines. The 66th's pilots provide intelligence officers with information such as the buildup of troops and fortifications and any unusual movement of military supplies and equipment.

The 7272nd Flying Training Wing conducts USAFE's tactical training center at Wheelus AB, Libya. At the center's desert range, jet fighter pilots periodically train to maintain proficiency in weapons delivery.

The United States Logistics Group (TUSLOG), with headquarters in Ankara, Turkey, provides logistic support for all U.S. forces and activities in Turkey, Greece and Crete, as well as in other areas of North Africa, Asia and the Middle East. The group has four major units, called detachments, all located in Turkey. The 10th at Incirlik AB, Adana, and the 116th, Cigli AB, Izmir, support the Tactical Air Command's rotational tactical fighter units. Detachment 29 at Istanbul and Detachment 30 at Ankara support tenant organizations in their respective areas.

Another unit of TUSLOG is the 7206th Support Group at Athenai Airport, Athens, Greece. Its primary responsibility is to provide aircraft maintenance for the Military Airlift Command and Military Air Advisory Groups in the Eastern Mediterranean and Middle East areas.

TUSLOG also supports NATO units, military attaches, military aid and assistance groups, branches of U.S. AID, and other units in Pakistan, India, Saudi Arabia, Ethiopia, the Middle East and Iran. TUSLOG's aeromedical evacuation crews transfer military patients from outlying installations to hospitals within the USAFE area.

Like all Air Force units throughout the world, those of USAFE also are dedicated to helping preserve life. Since its

inception, the command's personnel, planes and equipment have responded to 30 disasters in 21 nations, from the United Kingdom to Central Africa and East Pakistan.

In September 1947 a cholera plague struck Egypt. USAFE immediately transported vaccines to the area. At the same time, other USAFE planes sprayed the countryside with insecticides to help stop the spread of the disease. . . . During the Berlin Airlift, 1948-1949, USAFE transports delivered 1.7 million tons of cargo to the city and evacuated thousands of refugees from the displaced persons camps. . . . In the Skopje disaster of July 1963, 29 C-130s airlifted a complete 120-bed U.S. Army field hospital into the area. Included were medical personnel, trucks, medicine, equipment and supplies. In addition, more than 25 tons of food, blankets and clothing were delivered to the victims.

Although floods and earthquakes account for the major portion of USAFE's humanitarian efforts, many other airlifts and individual mercy flights have been made. A German boy in a diabetic coma was flown in a USAFE plane, from the Eifel Mountains of West Germany to a clinic in Frankfurt. Another aircraft carried special medicines from England to France and Spain for the treatment of two patients.

Most of the command's humanitarian airlift contributions come from the 322nd Air Division. It was a USAFE unit until it was transferred to the Military Airlift Command in April 1964. MAC is responsible for the movement by air of all military personnel and supplies.

One of the largest humanitarian missions was flown by the 322nd to furnish disaster relief in the flooded areas near Hamburg, Germany, in 1962. The 322nd airlifted 1,388,000 pounds of supplies, blankets, winter clothing and special equipment as well as 495 passengers. In the Morocco flood of January 1963, 100,000 persons were left homeless. The 322nd brought in over 700,000 pounds of cargo including medical teams and support personnel and helicopters which were used for emergency evacuation flights.

USAFE has a second, big mission . . . creating goodwill throughout the nations in which its personnel are stationed. Cultural exchange programs are stressed to gain acceptance of the USAFE mission and the presence of U.S. military forces in foreign lands. Methods include base level councils to help officers and local officials resolve problems . . . music tours conducted by USAFE's three Air Force bands . . . and intensive public and internal information campaigns.

These programs also affect troop morale. In USAFE it is excellent. In addition to the many tourist attractions, sports facilities and educational opportunities, USAFE personnel know they are making a major contribution to the deterrent strength of our country.



*The mobility of intra-theater airlift forces is essential in the quick deployment of ground units and the accomplishment of USAFE's humanitarian objectives. (above) An emergency C-130 flight from Holland brought equipment to put out oil fires in the Libyan desert. (r) Infantrymen board 322nd Air Div. C-130s for transfer to a maneuver area.*





## USAFE . . . in retrospect

On August 7, 1945, the United States Air Forces in Europe was organized as the successor to the wartime United States Strategic Air Forces in Europe (USSTAF). Originally an occupation air force, this wartime command had been formed in the United Kingdom on January 1, 1944, and consisted of the Eighth and Fifteenth Air Forces.

In the immediate postwar period, allied forces were reduced and redeployed elsewhere. During this period, USAFE shared in the duties of occupation and rehabilitation of the defeated powers. Its tasks included the disarming of remnants of the Luftwaffe and the inventory and disposition of vast quantities of U.S. war materials.

By 1947, these tasks were nearing completion and the command was engaged in routine occupational duties. Its strength had dwindled to 15,000 from 230,000 on August 21, 1945. It was largely an administrative force and had virtually no combat capability.

Events in which USAFE soon became involved underscored the changing political and military complexion of the postwar world. In the spring of 1948, the command helped Greece to suppress a Communist-sponsored revolt by lending support to the Royal Hellenic Air Force.

When the Communists blockaded Berlin in June 1948, the West took resolute action to resist aggression. The historic operation of the Berlin Airlift, which began with flights from Wiesbaden AB, that landed at Berlin's Tempelhof Airfield, foiled Soviet attempts of starving-out the population of free West Berlin.

As cold war pressures continued, USAFE's international responsibilities continued and the mission of USAFE rapidly changed into one of "vigilant readiness" to suppress the threat of aggression by the forces of world communism.

The exact nature of USAFE's mission became apparent after the formation of the North Atlantic Treaty Organization in April 1949. The first atomic explosion in the USSR, Communist gains in Asia, including control of mainland China, and the Korean conflict gave further urgency to NATO's plans, which led to the establishment in late 1950 of an international military organization for the defense of Western Europe and the Atlantic community.

Identifying itself as a tactical theater air force and combining with the aims of NATO, USAFE has pledged itself to NATO's defense alliance to preserve the peace by discouraging aggression. In signing the North Atlantic Treaty, member countries undertook to "safeguard the freedom, common heritage and civilization of their peoples, founded on the principles of democracy, individual liberty and the rule of law," whose aims are dedicated to "building a community of like-minded nations."

***"As a combat-ready force, USAFE continues to make a major contribution to NATO's deterrent strength. At the same time, our day-by-day efforts as good neighbors are a projection overseas of American dedication to the long-range benefits of a just and lasting peace."***

**General Bruce K. Holloway**  
Commander in Chief, USAFE

## THE USAFE COMMANDER



**GEN. BRUCE K. HOLLOWAY**

General Holloway assumed command of USAFE and the 4th Allied Tactical Air Force in August 1965. He has had a long and varied flying career of approximately 5,000 flying hours, mostly in single-engine planes. He has qualified in jet fighter, bomber and reconnaissance aircraft, and has flown all the Century-series fighters.

The general graduated from the U.S. Military Academy in 1937. He received his wings at Kelly Field, Texas, in 1938. After the U.S. entered the war, General Holloway was assigned to the 14th Fighter Group, Hamilton Field, California. Early in 1942 he went to China and flew with the Flying Tigers.

In 1944, he returned to the U.S. for an assignment in Hq. U.S. Army Air Forces. In March 1946, General Holloway took command of the 1st Fighter Group (the Air Force's first jet unit). After attending the Air Command and Staff School in 1946, he served with the Air Defense Command as director of air defense and later as director of Plans for Continental Air Command and ADC.

He attended National War College, 1950-51, and, during the next ten years, held important posts in Hq. USAF and Tactical Air Command. In October 1961, he became deputy commander in chief, U.S. Strike Command, with additional duty as deputy CINC, U.S. Middle East, Africa and South Asia Command.



# GEEIA

## Guardsmen . . .

### "They do the job"

by Richard E. Sanderson  
chief, Information Office  
Headquarters GEEIA



Members of the 213th GEEIA Sq., "pull cable" during an electronics installation while on active duty training at Cape Kennedy.

**"These 3,000 GEEIA [Air] Guard troops are half of mobilization day capability."**

**Brig. Gen. Stephen D. McElroy**  
Commander, GEEIA

GEEIA is responsible for the installation engineering, the installation itself and the follow-on on-site depot level maintenance of the Air Force's ground communications and electronics systems and facilities. It has an active duty force of some 8,000 military and civilian personnel. The 3,000 troops General McElroy spoke of are members of the 17 GEEIA Air National Guard squadrons located throughout the United States. Each of the ANG squadrons is assigned to one of the three GEEIA Regions in the U.S., with an active duty GEEIA squadron assigned as a "sponsor." As an example, ANG's 211th GEEIA Squadron, New Cumberland, Pennsylvania, receives its support from the 2861st GEEIA Squadron, Griffiss AFB, New York. An active duty Air Force officer and an experienced NCO also are stationed with each Guard squadron as advisors.

#### Live Scheme Training

Several years ago, then Chief of Staff, General Curtis LeMay wrote about these same Guard troops in *THE OFFICER* magazine. "Although we have made great progress since mid-1960 toward the peacetime utilization of the Reserve forces, we still have room for improvement along this line. An excellent example of what I want more of can be seen in the activities of the Air National Guard units attached to GEEIA. Their training program is referred to as 'live scheme' training. This means that when personnel from these units come on board for their two weeks active duty training, they are sent to an Air Force base which needs certain communications equipment installed or maintained," and General LeMay emphasized, "they do the job."

This so-called "live scheme" training, although not necessarily a new concept, was a "modus operandi" that GEEIA developed for the training and utilization of the 17 ANG squadrons.

#### Actual Installation

Before 1960, the old idea was to send a complete GEEIA Air National Guard unit to a field training site to work on simulated projects. At that time, it was decided to utilize valid Air Force requirements as training projects. This had a twofold benefit. It not only increased the Guardsmen's mobilization potential, but it also gave the Air Force a great quantity of additional manhours that could be used on programmed Air Force workload.

And most importantly, it worked.

Programmed Air Force communications and electronics requirements which can be completed by the Air Guardsmen provide the most beneficial training in both direct and indirect. Guardsmen, assisted as required by GEEIA, arrange for logistical support including housing, messing, and fuel. At each base where they are scheduled to train, officials are contacted to assure that entrance to buildings and other facilities will not hinder the completion of the project. Obligation authority for local purchases is transferred to the bases concerned. Advisory teams and responsible property officers provide instructions and help assure quality workmanship.

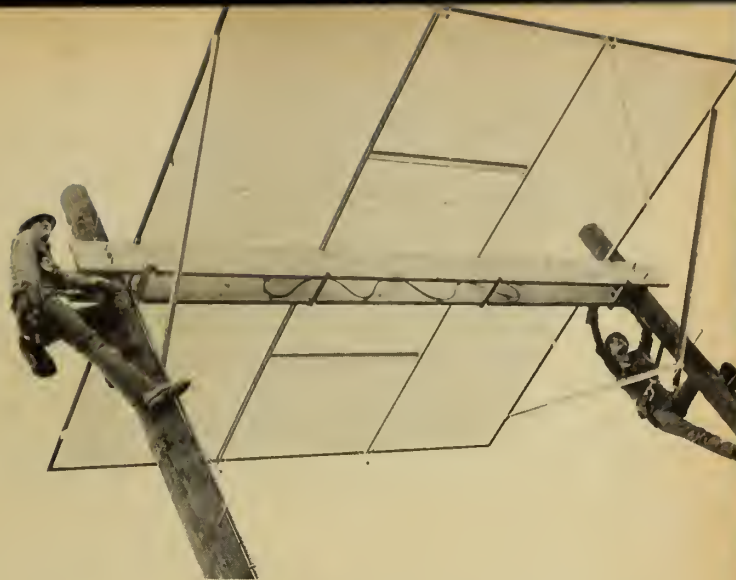
Air Force Tech Orders are used to train the Guardsmen, and USAF advisory teams conduct classes during unit training assemblies. Reading of technical matter, communications electronics prints and the use of the GEEIA scheme for also has been woven into the training program.



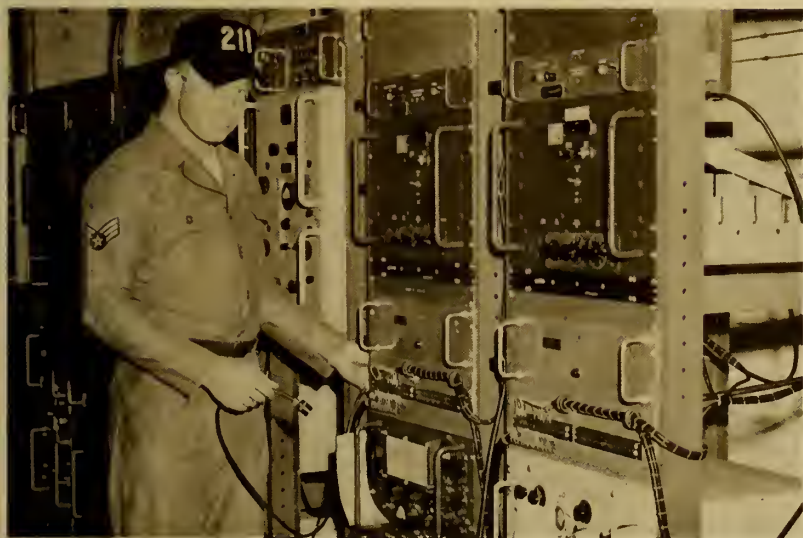
### parable Program

With the Department of Defense phasout of the Rome Materiel Area, the former parent organization of GEEIA, the responsibility for the worldwide Depot Level maintenance of all ground communications-electronics equipment was integrated into the GEEIA structure. This had a definite impact on the two ANG communications maintenance squadrons in the program. The 205th at Will Rogers Field, Oklahoma and the 202nd at Cochran Field, Georgia, are assigned the important task of repairing such equipment which is then returned to stock for use throughout the Air Force. Many of these items are shipped to Southeast Asia. For the most part, transportation of these parables is provided by ANG's military airlift units.

This past year, the repair program was expanded to include other 15 Air Guard squadrons. Previously they had been limited in installing equipment. Skills such as the maintenance of radar, radio telephone and teletype now are used efficiently for the Air Force. This past year, the productive man-hours have increased more than fourfold . . . reaching 10,000 for the GEEIA Guard squadrons.



*GEEIA Guardsmen are used to precarious perches and working with high voltage equipment. Airmen Hindenhoffer and Lehotsky, (r) of the 270th Sq. install an antenna to guide pilots landing at Wright-Patterson AFB.*



*The 211th Sq. contributed more than 6,000 man-hours during the installation of communications equipment at McGuire AFB. A1C Dennis Newcomer adjusts radio gear he helped put in place.*

As an indication that these troops take their Guard program seriously, nearly 50 per cent of the officers and airmen assigned are enrolled in the Extension Course Institute. The five duty training has included work ranging from the sophisticated launch pads at Cape Kennedy to the consolidation of radio facilities at small Air Force stations.

This year the GEEIA training program will be increased to the 272nd GEEIA Squadron, La Porte, Texas and the 5th Communications Maintenance Squadron. They will work on communications facilities at Howard and Albrook ABs in the Canal Zone, Panama.

It's a full life—from Cape Kennedy to repairing communications gear for the men in Vietnam. It's all part of the GEEIA Guardsmen's lives—and who could ask for a better example of a 20th century "Spirit of Concord."

The Air Force Logistics Command is the parent organization for GEEIA, and the gaining command for the 17 IG units which include two communications maintenance squadrons—the 202nd at Cochran Field, Ga., and the 205th, Oklahoma City—and 15 GEEIA squadrons. They are: 11th, New Cumberland, Pa.; 270th, Philadelphia; 213th, Albany, N.Y.; 214th, New Orleans, La.; 215th, Seattle, Wash.; 216th, Hayward, Calif.; 217th, Chicago; 218th and 219th, St. Louis, Mo.; 243rd, Portland, Me.; 273rd, Beaumont, Texas; 212th, Worcester, Mass.; 219th, Oklahoma City; 241st, Chattanooga, Tenn., and 272nd, LaPorte, Texas.

*The number of telephone lines at Randolph AFB was increased by 200 through the skills of A1C Jim McKnight, SSgt. Ernest Danielson and other Guardsmen of the 272nd Sq.*





# CAP News...

Air Force Reservist participation in Civil Air Patrol (CAP) activities reached an all-time high in 1965.

Performing in a non-pay, point-gain-ing capacity, 546 Reservists contributed 49,658 hours last year as instructors, advisors and test control officers. This was almost double the number of hours recorded by Reservists in 1964.

Many of the Reservists contributed significantly during two-week active duty tours with CAP's aerospace work-shops and at summer encampments throughout the nation.

In addition, Air Force Reserve flying units provided airlift for CAP senior members and cadets attending encamp-ments and other activities.

The Civil Air Patrol has been cred-ited with approximately three-fourths of all flying hours expended on air search and rescue (SAR) in the continental

B/G W. C. Garland (r), deputy dir., SAFOI, accepts "Walk in Space" watercolor (by CAP Lt. Col. Dorothy Swain) from Lt. Col. L. H. Garland Jr., CAP's dir. of information. M/G Curtis R. Low, asst. c/s Reserve Forces, looks on. Painting will be displayed throughout U.S. along with other Air Force art.



United States during 1965. Its pilots participated in 200 of the 439 missions originated by the Aerospace Rescue and Recovery Service.

Utilizing personal or corporate-owned aircraft, CAP accounted for 20,673 of the 27,971 hours flown. In addition, CAP added another 85 SAR missions in Alaska for an overall total of 285 missions, 11,682 sorties and 22,405 hours of humanitarian service.

Donald J. Ferguson, a senior member of Alaska Wing's Kotzebue Composite Squadron, has been awarded CAP's *Bronze Medal of Valor* for his heroic rescue of two fishermen last fall. Ferguson fought 30-knot winds and towering waves to land his pontoon-equipped plane in the freezing water of Kotzebue Sound, where the fishermen's boat had capsized.

**LEGEND:** Opposite each specialty is a series of code numbers and grades. The numbers are keys to the lists of units with vacancies and the grades indicate the highest grade position available. For information on listed positions, write directly to the unit using address given. If you do not qualify for one of the positions listed, but wish to participate actively in the Air Reserve Forces program, use the application form on this page.

## Help Wanted

**Airman**  
**Administration:** (TSgt.) 2, 10. (SSgt.) 18.  
**Aircraft Maintenance:** (CMSgt.) 17. (MSgt.) 6. (TSgt.) 3, 10, 20. (SSgt.) 9, 14.  
**Air Operations:** (TSgt.) 7.  
**Air Police:** (TSgt.) 2. (SSgt.) 10, 13. (A1C) 5.  
**Command and Control:** (SSgt.) 2, 16, 20.  
**Communications:** (TSgt.) 17.  
**Dental:** (TSgt.) 25. (SSgt.) 24.  
**Fabric, Leather, Rubber:** (TSgt.) 11.  
**Fire Protection:** (MSgt.) 12. (TSgt.) 3, 6. (SSgt.) 13.  
**Flight Control Systems:** (SSgt.) 22.  
**Food Service:** (SSgt.) 2, 10, 13.  
**Freight Traffic:** (TSgt.) 11.  
**Loadmaster:** (SMSgt.) 12. (SSgt.) 11. (A1C) 5.  
**Maintenance Scheduling:** (SSgt.) 13.  
**Management Analysis:** (TSgt.) 17. (SSgt.) 2.  
**Medical Service:** (MSgt.) 24. (TSgt.) 11. (A1C) 24.  
**Munitions:** (TSgt.) 25. (SSgt.) 5, 14.  
**Panel Engineer:** (MSgt.) 4, 9, 15, 19, 24. (TSgt.) 22.  
**Personnel:** (TSgt.) 20.  
**Rescue and Survival:** (SSgt.) 9, 17.  
**Small Arms:** (TSgt.) 16.  
**Civil Engineering:** (TSgt.) 11, 16.

**AIR TECHNICIAN**  
**(Weapons Control System Technician,** NGW-11) 21. Salary \$6,635 per year. Must be TSgt. or below and possess AFSC 32251F or 32271F and have two years F/TF-102A experience.  
**(Munitions and Weapons Specialist,**

NGW-10) 21. Salary \$6,386 per year. TSgt. or below with AFSC 46250 or 46270 and two years F/TF-102A experience.  
**(Missile Guidance Systems Technician,** (NGW-11) 21. Salary \$6,635 per year. TSgt. or below with AFSC 31131W, 31151W and two years AIM4A/C experience.  
**(Armament System Maintenance, Ra-** dar, MG-10) 23. Salary \$5,949 to \$7,925 per year. Must possess AFSC 32231F, 32251F or 32271F. Retired personnel not eligible.  
**(Safety Officer, NGC-12) 26.** Salary \$10,619, plus approximately \$3,000 military pay. Applicants must not be retired, must be on flying status and qualified in KC-97 aircraft.

**Officer**  
**Aircraft Maintenance:** (Capt.) 12.  
**Dental:** (Capt.) 18.  
**Education and Training:** (Capt.) 2.  
**Flt. Test Maintenance:** (Maj.) 10. (Capt.) 11, 13.  
**Medical Administration:** (Capt.) 11, 22.  
**Medical Supply:** (Lt.) 22.  
**Navigator:** (Lt. Col.) 14, 15. (Maj.) 1, 6, 7, 8, 10, 13, 18, 20, 22. (Capt.) 2, 3, 4, 16, 19, 25.  
**Nurse:** (Capt.) 6, 7, 12.  
**Operations:** (Lt. Col.) 1. (Maj.) 10. (Capt.) 2, 7, 11, 13, 25.  
**Personnel:** (Capt.) 2, 6.  
**Physician:** (Maj.) 15, 18, 22.  
**Pilot:** (Lt. Col.) 9. (Maj.) 1, 10, 14, 18, 19, 22, 24. (Capt.) 2, 3, 4, 5, 7, 11, 12, 13, 15, 16, 17, 25.  
**Production Control:** (Capt.) 10.  
**Veterinary:** (Capt.) 24.

| KEY | UNIT   |
|-----|--|
| 1.  | 908th Troop Carrier Gp., Brookley AFB, Alabama 36615               |
| 2.  | 349th Troop Carrier Wg., Hamilton AFB, California 94935            |
| 3.  | 452nd Troop Carrier Wg., March AFB, California 92508               |
| 4.  | 905th Military Airlift Gp., Bradley Fld., Connecticut 06096        |
| 5.  | 459th Troop Carrier Wg., Andrews AFB, D. C. 20331                  |
| 6.  | 434th Troop Carrier Wg., Bakalar AFB, Indiana 47201                |
| 7.  | 926th Troop Carrier Gp., Alvin Callender Fld., Louisiana 70140     |
| 8.  | 94th Troop Carrier Wg., L. G. Hanscom Fld., Bedford, Massachusetts |
| 9.  | 305th Aerospace Rescue and Recovery Sq., Selfridge AFB, Michigan   |
| 10. | 934th Troop Carrier Gp., Minneapolis-St. Paul IAP, Minnesota 55417 |
| 11. | 914th Troop Carrier Gp., Niagara Falls MAP, New York 14306         |
| 12. | 904th Troop Carrier Gp., Stewart AFB, New York 12554               |
| 13. | 302nd Troop Carrier Wg., Clinton Co. AFB, Ohio 45177               |
| 14. | 910th Troop Carrier Gp., Youngstown MAP, Ohio 44473                |
| 15. | 937th Military Airlift Gp., Tinker AFB, Oklahoma 73145             |
| 16. | 939th Troop Carrier Gp., Portland IAP, Oregon 97218                |
| 17. | 304th Aerospace Rescue and Recovery Sq., Portland IAP, Oregon 97   |
| 18. | 911th Troop Carrier Gp., Greater Pittsburgh AP, Pennsylvania 15231 |
| 19. | 512th Military Airlift Wg., Carswell AFB, Texas 76127              |
| 20. | 446th Troop Carrier Wg., Ellington AFB, Texas 77030                |
| 21. | 147th CAMRON (ANG), Ellington AFB, Texas 77030                     |
| 22. | 433rd Troop Carrier Wg., Kelly AFB, Texas 78241                    |
| 23. | 149th Fighter Group (AD) (ANG), Kelly AFB, Texas 78241             |
| 24. | 941st Military Airlift Gp., McChord AFB, Washington 98438          |
| 25. | 440th Troop Carrier Wg., Gen. Mitchell Fld., Wisconsin 53207       |
| 26. | 126th Air Refueling Wg. (TAC), O'Hare IAP, Chicago, Illinois 60666 |

Please send me information on vacancies in the Air Reserve Forces for which I may be qualified.

|                |          |
|----------------|----------|
| NAME           | GRADE    |
| SERVICE NUMBER | AFSC     |
| ADDRESS        |          |
|                | ZIP CODE |

MAIL TO: Air Reserve Personnel Center, 3800 York S  
 Denver, Colorado 80205



# We goofed... and WOW!

The aircraft shown at right is NOT a "Curtiss Jenny." It is a TW-3, PT-1, Hisso-Standard, or something else entirely.



THE editor and staff of *The Air Reservist* take pride in catching mistakes before they appear in final print, BUT we let a couple of glaring ones slip past in February.

In our historical review of the Air National Guard, we audaciously dropped a "s" in "Curtiss" and compounded the felony by incorrectly identifying one of the aircraft as a *Curtiss Jenny*.

The result has been letters, letters, and more letters. Sharp-eyed readers from all over the U.S. lost no time in letting us know that we had goofed.

All were emphatic that the plane was not a *Curtiss Jenny*. Some did not recognize it . . . others thought that it was a TW-3 . . . and still others were certain that it was an early model of the Consolidated PT-1.

Following are excerpts from a few of the letters:

"I do not recall its designation, but remember flying this side-by-side trainer in the 20s." *Col. H. D. Copland, USAF (Ret.)*, Fort Lauderdale, Florida.

" . . . the plane seems to be a single seater. What is it?" *Capt. C. E. Mosander, USAF (Ret.)*, Port Chester, New York.

" . . . I believe that the plane was known as a TW-3 which came out about 1925 or 1926." *Lt. Col. H. J. Jenkins, USAF (Ret.)*, Pacoima, California.

" . . . the airplane . . . is a Consolidated TW-3." *Col. G. Hamilton, USAF (Ret.)*, Little Neck, L.I., New York.

"It might be a Consolidated TW-3, though these were not procured until 1923." *Col. H. F. Marshall, USAF (Ret.)*, Palmyra, New Jersey.

"It is a Consolidated PT-1, which succeeded the JN-4 as the primary trainer in the 1920s. I flew both these planes." *Col. L. G. Irving, USAF (Ret.)*, Oakland, California.

"It more nearly resembles the PT-1." *R. Barker*, Gulfport, Mississippi.

" . . . a modified, made-over, reworked, cleaned-up, or modernized Consolidated PT-1, with a Hispano-Suiza engine." *W. J. Roehrig*, Utica, New York.

"I thought I could identify all U.S. aircraft made to date but this one . . . has me stumped . . . it looks like a forerunner of the PT-1 . . . What is it?" *Col. H. F. Brown, USMC (Ret.)*, Playa del Rey, California.

"The plane . . . is a *Hisso-Standard* and was a very popular plane during the latter part of WWI, and immediately after." *Col. H. H. Clark, USAF (Ret.)*, St. Petersburg, Florida.

A copy of the photograph was shown to Mr. Paul Garber, head curator and historian for the Smithsonian Institution's National Air Museum in Washington. Mr. Garber identified the plane as a "modified or transitional type of the PT-1, retaining the side-by-side cockpit of the TW-3."

Mr. R. E. Baughman, chief of the Information Section, and members of the Air Force Museum at Wright-Patterson AFB, Ohio, were unable to identify the picture.

The photograph that we used came from the files of the National Guard Association. It simply identified the plane as "an early-day ANG aircraft."

A telephone call to the Minnesota Air National Guard revealed that a duplicate of the picture was on display in March at the Minneapolis-St. Paul International Airport. It is the property of Mrs. R. S. Miller of St. Paul, the widow of Brigadier General R. S. Miller (then a major in the photo). It lists the aircraft as a TW-3 and those examining it as: state Adjutant General Rhinow; Major Miller; Governor Theodore Christianson of Minnesota; and squadron pilot, Lieutenant John J. Hinkins.

After many hours of research, *The Air Reservist* staff is certain of two things . . . we have some very knowledgeable readers . . . and that the (TW-3, PT-1, Hisso-Standard) airplane is definitely not a "Jenny." Also, our proofreader now knows how to spell "Curtiss."

**We rest our Kase!**

## NEWS from page 3

### Reserve Forces conference . . .

Commanders and officials of more than 60 Air Reserve Forces units from the eastern half of the United States attended a Tactical Air Command (TAC) Reserve Forces conference at Orlando AFB, Florida, February 3-4.

Speakers from Headquarters USAF, TAC and 9th Air Force reviewed current policies and plans for the Reserve Forces units in light of America's growing global commitments.

During the meeting five ANG and two AFRes groups received TAC's *Unit Achievement Award* for completing a year of accident-free flying. ANG units were: 121st Tactical Fighter Group, Lockbourne AFB, Ohio; 126th Air Refueling Group, O'Hare International Airport, Illinois; 128th Air Refueling Group, General Mitchell Field, Wisconsin; 152nd Tactical Reconnaissance Group, Reno Municipal Airport, Nevada; and 160th Air Refueling Group, Clinton County AFB, Ohio. Air Force Reserve units cited were the 927th Troop Carrier Group, Selfridge AFB, Michigan and the 928th Troop Carrier Group, O'Hare International Airport, Illinois. TAC is the gaining command.

Major General Marvin L. McNickle, commander, 9th Air Force, was conference host. Among those present were representatives of Air National Guard and Air Force Reserve tactical fighter, reconnaissance and troop carrier wings and groups as well as command and control centers.

### Certificate of appreciation . . .

Air Force Reservists being transferred or retired to the *Retired Reserve* are now being presented a special certificate.

The certificate was designed by the Air Force to display appreciation to Reserve members for faithful service.

Individuals honorably separated from the Reserves may request transfer to the *Retired Reserve* and qualify for retirement benefits at age 60.



February 18 was a big day at Niagara Falls, N.Y.—the city chose its “Winter Festival Queen,” it was ANG Day, and the 107th TFGp. celebrated “Wives Appreciation Day.” During the evening, A3C Gregory M. Zayatz, 107th “Airman of the Month,” escorted “Miss America,” Deborah Irene Bryant to the Coronation Ball.



## RESERVE CAMERA

SSgt. Norman A. Persons (r), a Reservist load-master of the 440th Troop Carrier Wing, Milwaukee, Wis., relays jump information as Emory Ellis of Macon, Ga., films Army paratroopers dropping from a C-119 over Ft. Benning, Ga. The unit is one of nine CONAC C-119 wings supporting Army paratrooper training.



All Air Force: four members of the Pastrano clan are Reservists in the 433rd Troop Carrier Wing, Kelly AFB, Tex., and one is on active duty. SSgt. Gregory (r) briefs kin on parachute procedures: (l-r) his brother, Andrew and sons Andrew Jr. and Eloy (USAF), and another brother, John. Andrew and John are SSgts. Andrew Jr. and Eloy are A3Cs.



Lt. Col. Wilmer L. Hepner, comdr., 140th Military Airlift Sq., and flight engineer, MSgt. Thomas A. Lowe, read a resolution adopted by the Pennsylvania Senate. It congratulated the unit's aircrews and others of the ANG's 168th Military Airlift Gp., for their part in operation “Christmas Star,” the holiday airlift of gifts to American servicemen in Vietnam.



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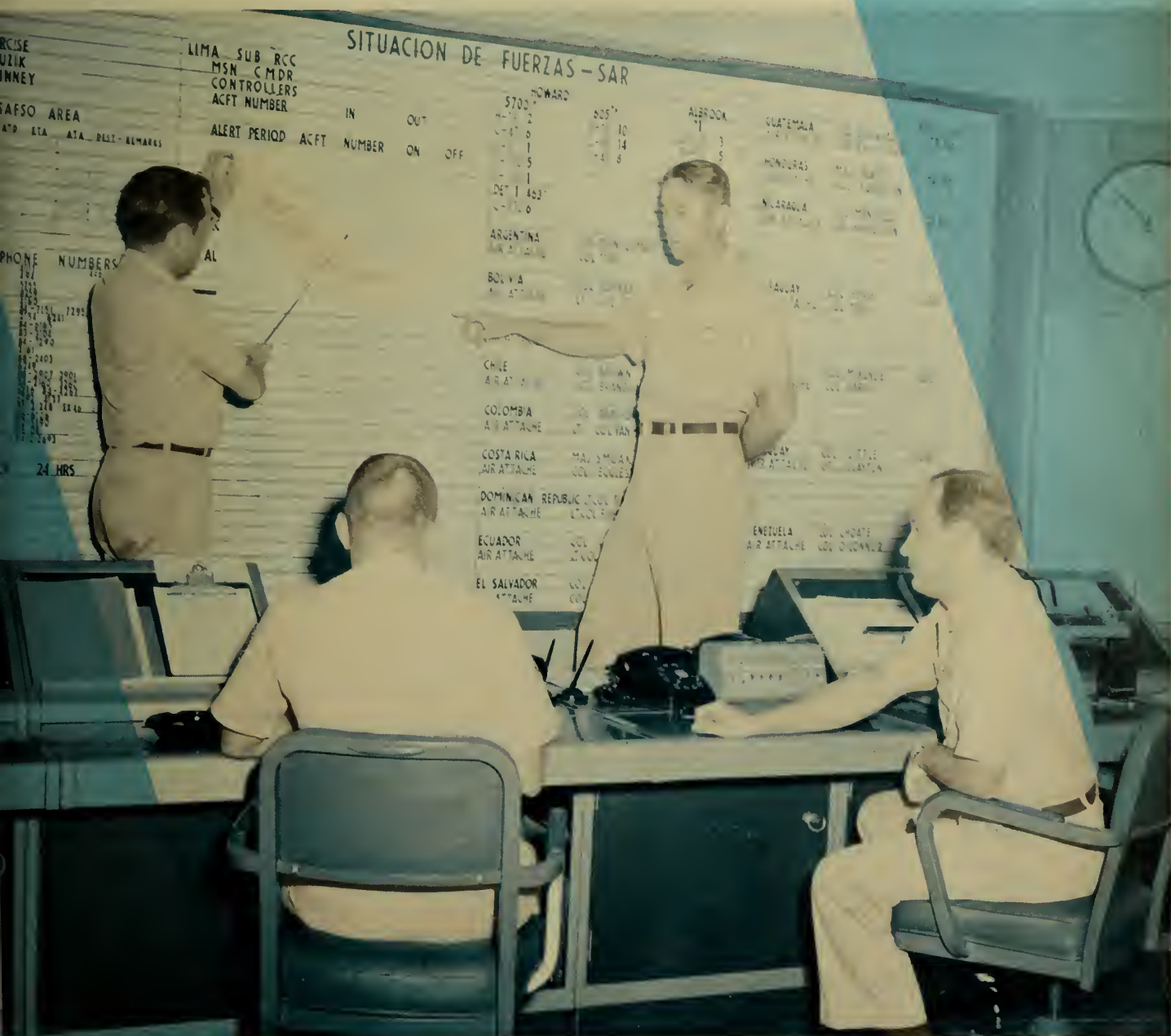
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# *the air reservist*

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**UNITED STATES AIR FORCES  
SOUTHERN COMMAND**



## the air reservist

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May 1966

AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

### General John P. McConnell

Chief of Staff, United States Air Force

### Maj. Gen. Curtis R. Low

Ass't Chief of Staff Reserve Forces, USAF

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Forward address changes to The Air Reserve Personnel Center, 3800 York Street, Denver, Colorado, 80205. Be sure to furnish your old address and your service serial number when requesting change to new address. To insure accuracy, please clip and enclose your present address as it is printed on a recent copy of The Air Reservist Magazine.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

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the air reservist



R... highlights an important phase of the U. S. Air Forces Southern Command mission: aerospace rescue and recovery. USAFSO officers plot coordinates during a search to locate a missing Argentine airliner with 69 passengers aboard.

## NEWS...

# Armed Forces Day

May 21st, 1966

*"As Commander-in-Chief, I join all my fellow Americans in the traditional observance of Armed Forces Day and in high tribute to the valor and dedication of those whose courageous service this day commemorates."*

Lyndon B. Johnson

President of the United States

### ARPC reorganized...

More rapid processing of personnel data, efficient management of the Air Reserve Forces, and a more effective mobilization system. This is the goal of an April 1 reorganization of the Air Reserve Personnel Center in Denver.

Four staff agencies and four directorates have been realigned into three staff agencies and five directorates. All other areas also were streamlined.

The Consolidated Reserve Personnel Office (CRPO) and Unit Personnel Records Office (RPR) remain as separate agencies in order that they may be expanded or relocated without affecting the center's operation.

Symbols in the directorates and staff offices are preceded by RPC for Reserve Personnel Center. Directorates are: Administrative Services (RPCAS); Plans (RPCP); Personnel Resources (RPCR); Personnel Actions (RPCA); and Personnel Systems (RPCS).

In addition to former functions, RPCAS assumed support functions previously assigned to the Plans and Programming Office, now RPCP. The latter is responsible for planning, production data and quality control.

Data Systems and Statistics, and Records directorates have been combined into RPCS. This consolidated PDS personnel planning, systems design and programming, and centralized responsibility to insure compatibility of personnel data in the master personnel records and magnetic tape.

New divisions are: Data Management (RPCS-1); Management Information and Systems Design (RPCS-2); Data Systems Programs and Procedures (RPCS-3); Data Processing Machine Operations (RPCS-4); and Records Management and Documentary (RPCS-5).

Responsibility for all functions formerly those of the Mobilization and Manning Division, Directorate of Reserve Affairs, is now that of RPCR. Data development functions also have

been placed in the directorate eliminate duplication. Divisions are: Procurement Mobilization (RPCR-1) Reserve Manning (RPCR-2); Classification and Survey (RPCR-3) and Data Development (RPCR-4).

Under RPCA are former functions the Career Advancement and Separations Division, Reserve Affairs. Divisions are: Board Secretariat (RPCA-1) Career Advancement (RPCA-2); and Separations (RPCA-3).

Staff offices are: Office of Information (RPCI); Staff Judge Advocate (RPCJ); and the Surgeon's office, Medical Services Management (RPCM). Their functions were not changed.

The purpose of the reorganization to keep ARPC current with technological changes in personnel management and reporting, with emphasis on automated systems requirements.

### New regs...

"Any member of the Air Force, military or civilian, has an inherent right to present a complaint, and no retaliatory action may be taken against him for doing so." AFR 123-11 contains the philosophy for dealing with complaints and the specifics of who must do what.

AFR 36-12B revises provisions governing release from extended active duty of a Reserve or temporary officer when the Secretary of the Air Force determines such action in the best interest of the Air Force. It lists new organizational symbols and references.

How to determine Date of Rank Reserve Forces airmen ordered to released from extended active duty explained in AFR 35-54B: Rank, Precedence, Command.

Volume III, AFM 177-105, contains information on uniform allowances. In addition to initial allowances, Reserve officers are entitled to \$50 for uniform and equipment upon completing, after July 9, 1952, each four year period of satisfactory Federal service in an act



**PEOPLE . . .** Lieutenant Colonel Harry J. Huff II, commander of the 937th Military Airlift Group, Tinker AFB, Oklahoma, has been selected as the *Oklahoma Airman of the Year*, the state's highest single military award. . . . Colonel Gerald A. Hart succeeds Brigadier General John O. Bradshaw as deputy commander of Fifth Air Force Reserve Region, Selfridge AFB, Michigan. . . . Lieutenant Colonel Maurice A. McDonald is the new commander of the New York ANG's 102nd Military Airlift Squadron, Floyd Bennett Field, Brooklyn. . . . Major Peter J. Karnoski, group staff operations officer of the 135th Air Commando Group, Baltimore, Maryland, recently received the Department of Defense *Antarctica Service Medal* from the U. S. Navy. He spent more than six weeks in Antarctica as part of a three-man team responsible for removing the spent core of a nuclear reactor.

Lieutenant Colonel Charles Sellins leaves Kentucky ANG to begin a four-year tour of active duty at the Air Force Accounting and Finance Center in Denver, Colorado. He played a major role in planning a nationwide ANG pay system during a 60-day tour of duty in Washington last summer. Colonel Sellins will be liaison officer for the ANG's new centralized pay system at AFAFC. . . . Captain John L. Vigert, a former jet pilot in the Connecticut ANG's 118th Fighter Interceptor Squadron, was among the 19 new astronauts named for training by the National Aeronautics and Space Administration. . . . William R. Berkeley, chief of public information, Military Airlift Command, and vice president of the Air Force Association's mid-west region, received the latter's *Exceptional Service Plaque* during its March convention.

Reserve status under certain provisions. Individual Reservists may borrow books by mail from the CONAC Library Service Center. Six-week loans are authorized in accordance with paragraph 7, *CONAC Regulation 212-2*. For additional information, check with the nearest Reserve unit or write to AF 6707, CONAC Library Service Center, Building 1679, Robins AFB, Georgia, 31094.

#### Responsibility . . .

The Air Force Accounting and Finance Center (AFAFC), Denver, Colorado, indicates that some finance officers are continuing to pay Air National Guardsmen from states other than Colorado, Iowa, California, Nebraska, Florida, Maine, and Wisconsin.

AFAFC is responsible for all payments not made on the Military Pay Record (AF Form 470) regardless of appropriation charged, length or purpose of tour, to all Air Force Reservists and Air Guardsmen in the seven states listed. All other ANG personnel are

paid by their local finance officers.

Temporary duty, when paid from operations and maintenance funds, will be paid by the local finance officer.

When active duty or training of more than 30 days occurs, AFAFC mails payments directly to the training station before the 15 and last day of the month. All checks, except the final one, are sent to the base finance office or designated agent. Final checks are mailed to the Reservist's or Guardman's home address.

Normally the base finance office would notify members where they should pick up checks. AFAFC also is notified of any changes in status of a member whose pay would be affected.

#### Retirement points . . .

What's a point worth? According to the Bureau of Budget, "quite a bit." Statistics compiled by the Department of Health, Education and Welfare indicate that a man at age 60 has a life expectancy of almost 16 more years.

To illustrate the value of a point,

here are two examples: A lieutenant colonel, with 22 years of service and 3,000 points, at age 60 will start drawing \$200.31 a month or \$38,219.15 during his expected life span—value per point, \$12.74. A master sergeant, with 20 years of service and 3,000 points, at age 60 will begin drawing \$88.89 a month or \$16,960.21 during the next 16 years—point value, \$5.65.

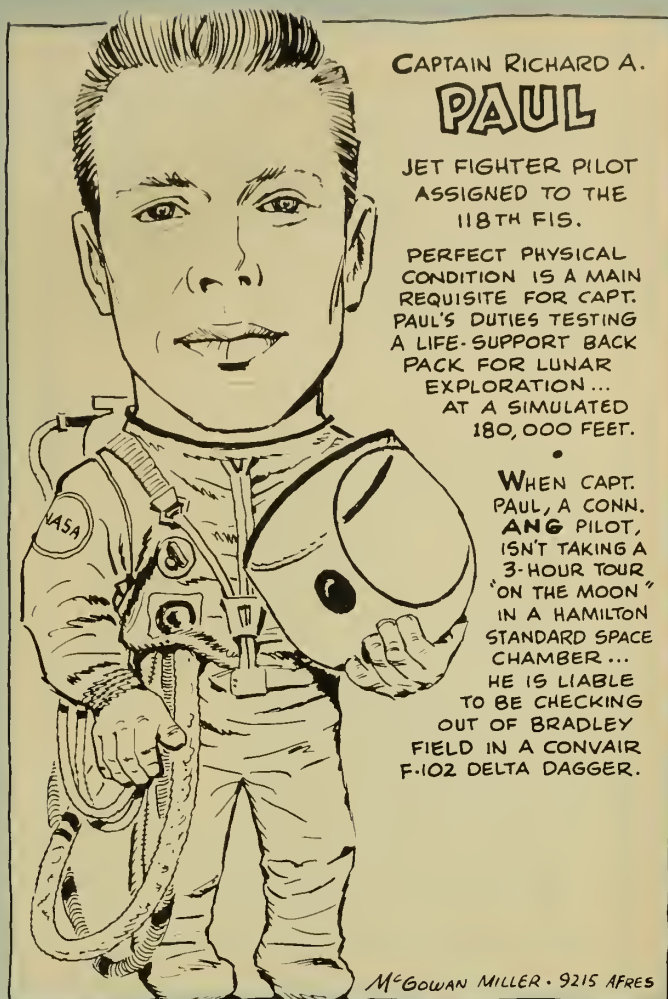
#### Blizzard victims . . .

Air Force Reservists aided victims of a March blizzard which swept the north central and plains states.

Two C-119 crews of the 440th Troop Carrier Wing, General Mitchell Field, Wisconsin, airlifted three 6,000-pound water pumps from Chicago, Illinois, to Grand Forks, North Dakota. Two other C-119 crews from the 434th Troop Carrier Wing, Bakalar AFB, Indiana, flew three more of the pumps to the Minneapolis-St. Paul, Minnesota, area.

The mercy airlift was requested by the Army and was under the direction of Continental Air Command.

See NEWS page 15



CAPTAIN RICHARD A.

**PAUL**

JET FIGHTER PILOT  
ASSIGNED TO THE  
118TH FIS.

PERFECT PHYSICAL  
CONDITION IS A MAIN  
REQUISITE FOR CAPT.  
PAUL'S DUTIES TESTING  
A LIFE-SUPPORT BACK  
PACK FOR LUNAR  
EXPLORATION...  
AT A SIMULATED  
180,000 FEET.

WHEN CAPT.  
PAUL, A CONN.  
ANG PILOT,  
ISN'T TAKING A  
3-HOUR TOUR  
"ON THE MOON"  
IN A HAMILTON  
STANDARD SPACE  
CHAMBER...  
HE IS LIABLE  
TO BE CHECKING  
OUT OF BRADLEY  
FIELD IN A CONVAIR  
F-102 DELTA DAGGER.

McGOWAN MILLER • 9215 AFES



*Interservice cooperation prevailed during exercise. Brig. Gen. Russell Gustke, (standing on equipment) 446th TCWg. comdr., and pilot of lead C-119, listens while Brig. Gen. Ward Ryan, (fatigue cap) 101st deputy, and Army task force comdr., addresses troops before takeoff from Ft. Campbell.*

*Static line fouled, this paratrooper dangled helplessly from a 403rd TCWg., C-119, until freed by heroic efforts of Col. Richard George and SSgts. Eugene Brown and Edward Maronich. Reservists are prepared for such emergencies.*



## CLOVE HITCH I . . .

*exemplifies interservice cooperation*

- *Airlift: Army paratroopers drop from Reserve plane to invade a Marine Corps facility.*
- *Fighter cover: ANG and USAF fighters fly close support for Navy and Army ground forces.*
- *Reconnaissance: ANG pilots and technicians provide rapid photo coverage of the maneuver.*

**M**ASSES of men and equipment from the Army, Navy, Air Force and the Air Reserve Forces were part of an 'invasion' force which struck the Marine Corps air facility at New River, North Carolina, on March 29. It was D-Day and the beginning of the three-day airborne phase of joint training exercise *Clove Hitch I*.

Eighty C-119 aircrews from three Air Force Reserve troop carrier wings joined 32 Tactical Air Command (TAC) C-130s in airlifting 1,682 members of the Army's 101st Airborne Division from Fort Campbell, Kentucky, to the exercise drop zone. The participating troop carrier wings were: 403rd, Selfridge AFB, Michigan; 446th, Ellington AFB, Texas; and the 459th, Andrews AFB, Maryland.

Close air support for the 'invading' infantrymen and paratroopers was provided by F-86 pilots of the Air National Guard's 174th Tactical Fighter Group, Syracuse, New York. ANG's 188th Tactical Reconnaissance Group, Fort Smith, Arkansas, flew aerial reconnaissance missions.

*Clove Hitch I* was conducted by the unified Atlantic Command to increase proficiency in joint amphibious and airborne operations and to perfect coordination and communications techniques between the participating forces. Command control of the overall two-week exercise came from the

cruiser USS Newport News, flagship of the commander Joint Task Force 122.

The operation's plan designated the Onslow Beach-Candle Lejeune section of the Marine facility as an area of unresisted assault and insurrection. The prime objective was to airdrop a reinforced infantry company of 101st Airborne Division paratroopers and follow with the landing of the bulk of the 101st Brigade and its equipment.

Preparation for the assault began the day before the invasion with the loading of the special equipment used by the airborne infantrymen. Late that night the paratroopers boarded the C-119s which departed Fort Campbell shortly after midnight. They arrived over the New River jump zone just as the sun rose on the 29th.

Reserve aircrews of the 446th and 403rd Troop Carrier Wings airlifted the 400 paratroopers who made the initial assault on the *insurgents*. Other aircrews of the three Reserve wings and TAC's C-130s made landings at the Marine Corps facility where they deposited 260 tons of equipment and the remainder of the 1,682 Army combat personnel. The aircraft stayed on the ground only long enough to unload the troops and cargo. The airlift continued throughout the daylight hours and when dusk fell, huge portable light bays





a/ Aerial film of assault area is unloaded from an RF-84F of the 188th TacRecon Gp. Within minutes, film was processed and in hands of exercise commanders . . .

b/ In TAC's Control Center at Myrtle Beach AFB, assault airlift specialists monitor progress of "invasion" . . .

c/ Air Force Reserve C-119 crews helped land 260 tons of cargo and 1,682 troops during "Clove Hitch." Here, 459th TCWg. personnel offload cargo . . .

d/ Air Guard F-86H pilots of the 174th TacFtr Gp., take notes during briefing for support mission. The 174th, based at Syracuse, N. Y., operated out of Myrtle Beach AFB.

re set up to illuminate the area.

The Air Guard's tactical fighter and reconnaissance personnel were based at Myrtle Beach AFB, South Carolina, during the exercise. F-86s of the 174th and F-104s from TAC's 479th Tactical Fighter Wing, George AFB, California, gave aerial protection to the paratroopers and the lift planes. They also provided close air support to the paratroopers and aircraft while they were on the ground.

Aerial photographs of the assault mission were taken by Air Guard pilots of the 188th. High speed processing and interpretation of the reconnaissance photos was accomplished by support personnel of the 188th. Quick delivery of the pictures enabled commanders to evaluate the progress of the maneuvers.

Major General Don O. Darrow, commander of TAC's 4th Air Force at Seymour-Johnson AFB, North Carolina, is the USAF Task Force commander for *Clove Hitch I*. General Darrow maintained a field headquarters for the exercise at Myrtle Beach AFB.

Airlift operations were directed by Brigadier General Robert C. Hardin Jr., commander of TAC's 839th Air Division at Sewart AFB, Tennessee, from his temporary headquarters at Fort Campbell. He was assisted in controlling the

*Clove Hitch* airlift by Brigadier General Russell F. Gustke, commander of the Air Force Reserve's 446th Troop Carrier Wing. General Gustke served as deputy director of airlift forces.

General Gabriel P. Disosway, commander of TAC, observed the D-Day activities of the Reserve and active duty participants and visited the airlift headquarters at Fort Campbell. There he was briefed on the success of the invasion by Generals Hardin and Gustke. TAC is the gaining command and supervises the training and inspection of the assigned Air Reserve Forces units.

Another interested observer was Major General J. S. Holtner, vice commander of the Continental Air Command. CONAC provides logistical and administrative support and maintains jurisdiction over the Reserve troop carrier wings until such time as they are recalled to active duty.

The airlift was completed the evening of the 29th. After unloading their cargo, most of the Reserve aircraft were flown to Seymour-Johnson AFB for refueling. The next day the Reservists returned to the Onslow Beach-Camp Lejeune site to pick up the soldiers and their equipment and fly them back to Kentucky.



**F**ORT Worth and Dallas — rival Texas cities — joined hands during the week of March 21-25, to co-host the 20th National Convention of the Air Force Association and other events.

This year's Air Force Association Convention, one of the largest, marked AFA's 20th anniversary as well as those of Tactical Air, Strategic Air, and Air Defense Commands. It included business sessions; symposiums; briefings on major USAF commands and the air war in Vietnam; an air show at Carswell AFB; and an Air Reserve Forces seminar.

Among the special events were: a dinner honoring the 22 *Outstanding Airmen* and their wives; a Chief of Staff luncheon at Carswell; a luncheon honoring the Secretary of the Air Force; and a gala Honors Night program.

Representing the Air Reserve Forces at the *Outstanding Airmen* dinner on March 23, were Master Sergeants John E. Phipps of Air Force Reserve's 913th Combat Support Squadron, Willow Grove, Pennsylvania, and Robert V. Guerrero of ANG's 149th Fighter Group, Kelly AFB, Texas.

The airmen heard themselves lauded by General William H. Blanchard, Air Force vice chief of staff.

James "Jimmy" Stewart, Hollywood star and a brigadier general in the Air Force Reserve, presented the *Outstanding Airman* award.

During the ceremony, General Blanchard presented the International Business Machines Corp., with a citation for "outstanding support of the Air Reserve Forces."

General Blanchard told those present that, "For our Air Reserve Forces to function fully and maintain an important capability, it is essential we have the full support of industry. In recognition of such assistance the Air Force honors those companies which have positive policies encouraging their personnel to participate in ANG and AFRes programs. IBM has every right to be proud of its 'Military Service Benefits Plan.' This plan is more than generous: it is patriotic. I'd like to express . . . the special appreciation of the Air Force, and especially of the 2,300 Air Reserve Forces personnel employed by IBM."

Fort Worth was host to AFA conventioners, March 24. General John P. McConnell, Air Force chief of staff, was guest speaker at a luncheon given in his honor at Carswell. A number of civilian and military personnel were honored during the luncheon. Among them was Brigadier General William W. Spruance, chief of staff, Delaware ANG, who was cited by AFA for his "Be Prepared" flight safety crusade.

The Hon. Harold Brown, secretary

## AIR FORCE LEADERS CONVENE...

*Texans host AFA, ANG and CONAC meetings.*



of the Air Force, was the honored guest and speaker at AFA's anniversary luncheon in Dallas, March 25.

AFA's *Air Reserve Forces Seminar* concluded the convention's business on March 25. "Present and Future Requirements" was the theme.

Guest panelists were: General Howell M. Estes Jr., commander, Military Airlift Command; Lieutenant Generals Herbert B. Thatcher, commander, Air Defense Command; Lewis L. Mundell, vice commander, Air Force Logistics Command; and Albert P. Clark, vice commander, Tactical Air Command; and Major General Richard P. Klocko, commander, Air Force Communications Service. Following are excerpts:

General Estes: "MAC is meeting increasing demands. A major part of this increased capability is due to the voluntary participation of Air Reserve Forces units. They are doing a remarkable job."

General Thatcher: "ANG is an integral part of the ADC program. We would like to see the Air Reserve Forces fully used and expanded."

General Mundell: "We are especially proud of our Air Reserve Forces and will continue to re-evaluate and re-validate our Reserve Forces augmentation requirements."

General Clark: "We are very proud of these Reservists. . . . We count on them. We can see no lessening for the need of tactical Reserve forces."

General Klocko: "When the Reserve Forces are given proper training and equipment, they perform equally as well as the regulars. They are a necessary and vital part of the Communications Service's worldwide capability."

### ANG conference . . .

Air National Guard leaders, including the Adjutants General of 33 states, were on hand for a March 21-23 Commanders and Flying Safety conference at Dallas.

They heard Major General Winston P. Wilson, chief of the National Guard Bureau, describe the Air Guard's "The strategic reserve of this country."

General Wilson added that one of the reasons that the Air National Guard has not been called to active duty for the Vietnam conflict was that the Department of Defense recognized their importance as a strategic reserve. He emphasized that commanders must constantly work to keep their units in the present "ready" status, and although they were already playing a much more active role in support of the regular Air Force, they would be asked to do more than they had ever done.

Brigadier General I. G. Brown, assistant chief of staff, National Guard Bureau, Air, discussed safety, command and control, and future requirements.

### CONAC conference . . .

Commanders of Continental Air Command conferred in Dallas, March 23. The following morning they attended a classified briefing at the 51st Military Airlift Wing's headquarters at Carswell. Major General J. Stan Holtner, vice commander, CONAC, and Brigadier General John W. Holt, commander, 434th Troop Carrier Wing, Bakalar AFB, Indiana, were the principal speakers.





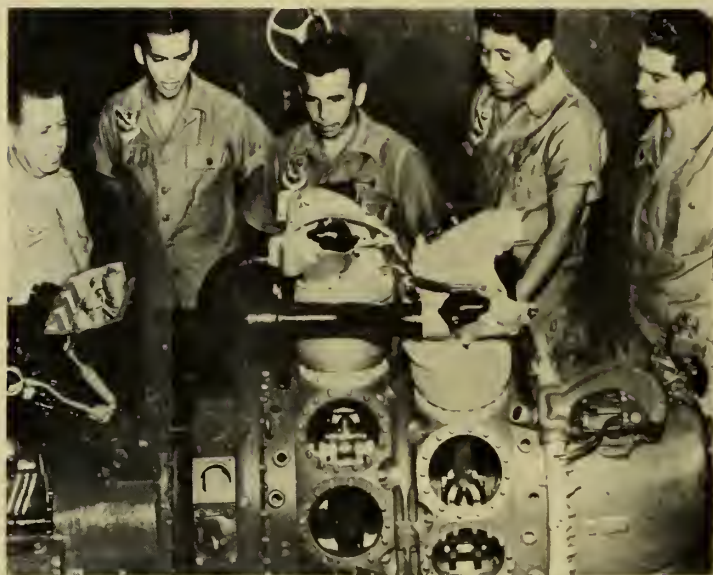
**CITATIONS and AWARDS:** a/ Industry award for "outstanding support of the Air Reserve Forces," is received from General William H. Blanchard, Air Force vice chief of staff, by Mr. Warren C. Hume, IBM vice president and group executive, during "Outstanding Airmen" dinner in Dallas. Representing the Air Reserve Forces at the dinner were Master Sergeants Robert V. Guerrero, ANG, (l) and John E. Phipps, AFRes (r) . . . b/ "Loening Trophy," for tactical excellence, went to AFRes' 911th Troop Carrier Gp., Gtr. Pittsburgh AP, Pennsylvania. Group's comdr., Col. Donald M. Reed, (l) accepted from Maj. Gen. J. S. Holtoner, vice comdr., CONAC, at Carswell AFB meeting . . . c/ "Special AFA Citation" was awarded Dr. Theodore C. Marrs, (r) deputy, Reserve and ROTC Affairs, for his "efforts to improve the stature and readiness of the ANG and AFRes . . ." Reelected AFA President, Jess Larson, a brigadier general, AFRes, made presentation at Air Reserve Forces Seminar. Other awards made during seminar were: . . . d/ "Outstanding Air Force Reserve Flying Wing Award, 1965," to the 433rd Troop Carrier Wg., Kelly AFB, Texas. General Clark, (l) TAC vice comdr., made the award to Brig. Gen. Tom E. Marchbanks Jr.,

433rd comdr. . . . e/ "Outstanding Air National Guard Unit Trophy," to the 166th Military Airlift Gp., Gtr. Wilmington AP, Delaware. Col. Clarence E. Atkinson, (r) 166th comdr., received from General Estes, comdr. MAC . . . Other awards (not shown) were: The "President's Trophy for The Air Force Reserve," recognizing its outstanding flying crew, presented by General Estes to Maj. John M. Cook Jr., aircraft comdr., 302nd Aerospace Rescue and Recovery Sq., Luke AFB, Arizona; and an AFA "Citation of Honor," to the Air National Guard's 138th Aircraft Control and Warning Sq., Greeley, Colorado. General Thatcher, comdr., ADC, made the presentation to Lt. Col. Richard E. Saltmarsh, comdr., 138th.





*Major General Breitweiser, USAFSO commander, presents diplomas to graduating class of Bolivian Air Force students climaxing six months of study at the USAF School for Latin America. Helping improve the efficiency of Latin American air forces is an important mission of the unified U.S. Southern Command.*



*At the USAF School for Latin America, bilingual instructors eliminate the language barrier for Spanish-speaking students. These members of the Venezuelan Air Force learn to repair reciprocating engines. After graduating, they return to their homeland as aircraft maintenance supervisors.*

## UNITED STATES SOUTHERN

*The objectives of this major*

- *contribute to hemispheric security of Central and South America*
- *increase the efficiency of Latin American air forces*
- *foster friendly relations to solidarity, and*
- *train Latin American aircraft maintenance technicians to help residents of health and living standards*

**T**HE U. S. Air Forces Southern Command (USAFSO) is a major overseas command of the Air Force and the air component of the unified U. S. Southern Command. Its importance has increased significantly since the rise of Castro Communism.

Historically, Latin America is characterized by problems involving government instability and military and economic weakness. These factors make each Latin American nation a prime target of Communism. Helping eliminate this possibility is a primary goal of USAFSO.

The command's headquarters is at Albrook AFB in the Canal Zone. Approximately 2,200 military personnel and 1,000 civilians are assigned to USAFSO. Its broad mission includes: administration of the Air Force portions of the Military Assistance Program; providing logistic, medical and administrative support to other U. S. and allied agencies; conducting the USAF School for Latin America and the Tropic Survival School; directing intra-theater search and rescue operations, and furnishing technical assistance to Latin American countries in establishing and operating Civic Action projects.





*Landing fields are essential to the economic development of remote communities and a vital part of USAFSO's Civic Action program. Members of the 605th Air Commando Sq. unshackle a tractor that was airdropped from a C-130 near the village of Los Uveros.*

*Before constructing the runway at Los Uveros, an advance team of Air Commandos helped residents clear a drop zone for the equipment, and used a portable radio to relay airdrop instructions to the pilot.*

## AIR FORCES COMMAND

*Command are to:  
e and the internal  
erica,  
merican air forces,  
then inter-American*

*Civic Action tech-  
communities raise*



USAFSO's theater of operations extends from the southern border of Mexico to the southern tip of South America. The interiors of Latin American nations contain some of the most rugged country in the world. USAFSO air crews fly over thousands of miles of tropical jungles and arid wastelands and through treacherous passes of the Andes Mountains. Some peaks of the Andes are almost 23,000 feet high.

There are Air Force agencies in 16 of the 20 Latin American republics. USAF Missions or Sections are in Argentina, Bolivia, Chile, Colombia, Ecuador, El Salvador, Guatemala, Honduras, Nicaragua, Paraguay, Peru, Uruguay, and Venezuela. Also, there is an Air Force Section of the Joint Brazil-United States Military Commission in Brazil, an Air Force Section of the Military Assistance Advisory Group in the Dominican Republic, and an Air Force Section in the U. S. Army Mission in Costa Rica.

A very important by-product of these activities is improved inter-American relations.

The USAF School for Latin America is located at Albrook. It offers technical training in aeronautical specialties to officers and airmen of the Latin American republics.

More than 30 technical courses are taught to over 500 students each year.

The Air Force instructors conduct these courses in Spanish and Portuguese. Students also receive basic instruction in the English language to assist them with Air Force nomenclature and aeronautical terms. The school also directs a translation service through which USAF publications are converted into Spanish for distribution to units requiring them.

The school's program is divided into three parts. The first takes six months and qualifies the student as a semi-skilled technician. Next, he returns to his home country where he takes correspondence courses and receives on-the-job training to develop his practical skills. In the third phase, the student returns to Albrook for advanced training which qualifies him as a skilled technician or supervisor.

The *Air Force Outstanding Unit Award* was presented to the school last September for its, "... outstanding standards of performance and contributions toward strengthening hemispheric solidarity, improving the defense posture of Latin American republics and creating friendship and good will for the United States of America."



Training of another nature is provided by the Tropic Survival School, also at Albrook. All USAFSO flight crews, plus pilots of the Army, Navy, Marine Corps, other Federal agencies, and the Latin American air forces learn how to live off the land if forced down in jungles, swamps, or rivers.

Students learn where to find edible food, how to protect themselves from the elements, the techniques of survival medicine, how to travel over any terrain, and the important phase of how to meet and deal with the peoples inhabiting the primitive regions. Air Commandos attending the school receive additional training in escape and evasion.

The command has helped establish survival courses in Argentina, Chile, and Peru and another course is programmed for Bolivia.

The 605th Air Commando Squadron, Howard AFB, Canal Zone, trains personnel of the Latin American air forces in special air warfare techniques. This includes anti-guerrilla tactics, day and night infiltration and exfiltration missions, low-level navigation, dropping personnel and cargo, loud-speaker techniques, leaflet drops, and weapons delivery including napalm, rocketry, skip-bombing and strafing. Each is an important phase in supporting ground forces. This instruction also is provided in the students' home countries by the 605th's Mobile Training teams. These teams provide on the spot instruction in tactical and civic action aspects of special air operations. Each team is tailored to meet a specific country's requirements. The training covers the full spectrum of special air warfare tactics from civic actions to counterguerrilla air operations.

Commandos of the 605th learn the Spanish language at the USAF School for Latin America. The pilots fly C-46s, C-47s, T-28s, U-10s and B-26s.

One of the most important means of building good relations at the grass roots level is USAFSO's Civic Action program. This involves projects which are beneficial to the

civilian populace. They are conducted in the fields of education, public works, transportation, communications, and health and sanitation to promote social and economic progress. Civic actions also are a counterinsurgency tool. They contribute to national stability and gain local support of military forces and the government.

USAFSO provides training, equipment, technical assistance and encouragement to the participating air forces and guides them in establishing their own programs.

Reaching the remote mountain and jungle regions is almost impossible except by plane or helicopter. Under the civic action program, many Latin American air forces provide air service to isolated areas, transporting cargo and passengers to fields not serviced by commercial airlines.

Many of the air forces have specially equipped aircraft which they use as flying dispensaries and dental clinics. Visits are made to remote settlements on a regularly scheduled basis. These pilots also fly emergency evacuation, rescue, and disaster relief missions.

Trained personnel are essential to the success of this program. The USAF School for Latin America trains five-man teams in basic medical care, sanitation measures, pest control, immunization and other preventive medicine techniques. The course is six months long. Training is received during field trips to remote villages where the students assist the inhabitants and encourage them to start their own health programs.

After completing the course, students return to their home countries to perform similar work for their own people.

In Panama, which has no air force, these civic actions are accomplished by USAFSO. Members of the USAF School for Latin America and the 605th Air Commando Squadron furnish medical and dental care, set up preventive medicine programs, and help construct airfields and water wells. Also, they have contributed their skills in building emergency helicopter landing areas near Panama hospitals.

*Students at the USAFSO Tropic Survival School (r) learn the dangers of parachuting into water during one phase of the five-day training. Federico Mancilla (standing), one of the highly-skilled instructors, stands by in case of mishap.*



*During last year's Dominican crisis, Nicaraguan soldiers were airlifted to Santo Domingo aboard C-130s of the 29th Troop Carrier Sq., on rotational duty with USAFSO. The 176-man force and 56,000 pounds of cargo helped form the Inter-American Force created by the Organization of American States.*

*In a "good neighbor" act, airmen and volunteers load 500 tons of heavy equipment aboard a C-130 at Tarapoto, Peru. With the American-built trucks, graders and bulldozers, Peruvians build roads which will open the potentially rich interior land areas.*





Tactical Air Command C-130s are assigned to USAFSO on a rotational basis. They are used to airlift heavy road-building equipment to the interiors of Brazil and Peru. More than 500 tons have been delivered to date. Opening the interiors of these nations to surface travel and commerce is vital to economic development and raising the people's standard of living.

Search and rescue is another responsibility of USAFSO. The Aerospace Rescue and Recovery Center at Albrook coordinates about 100 search and another 100 emergency rescue missions each year. They include flights to locate victims of plane crashes, and to evacuate sick and injured from remote areas.

The center plays a part in the National Aeronautics and Space Administration's man-in-space program, working closely with the Military Airlift Command's Aerospace Rescue and Recovery Service for the contingency recovery of astronauts and their space capsules.

*"USAFSO faces a unique challenge in the imposing task which lies ahead—a task which will require the most efficient employment of those USAF resources which can be made available to the theater—a task which will demand the energetic and direct application of the full efforts of the command."*

Major General Robert A. Breitweiser  
Commander, USAFSO



U.S. astronaut, David Scott, learns to exist if forced down in a jungle. All astronauts attend the USAFSO Tropic Survival School.



## THE USAFSO COMMANDER



MAJOR GENERAL  
ROBERT A. BREITWEISER

As commander of U.S. Air Forces Southern Command, General Breitweiser is responsible for USAF operations throughout Latin America.

A 1938 graduate of West Point, he completed flight training at Randolph and Kelly Fields, Texas, winning his wings in 1939. During the next few years he taught advanced flying at Kelly; was training group operations officer, Maxwell Field, Alabama; and commandant of a contract flying school in South Carolina.

In February 1942, the general was assigned to Hq. Southeast Training Center, Maxwell Field. Transferring to the China-Burma-India Theater in August 1943, he flew combat missions with the Fourteenth Air Force and the 68th Composite Wing.

Returning to the U.S. in 1945, he held important posts in Washington, D.C.; Ramey AFB, Puerto Rico; and other U.S. bases.

General Breitweiser graduated from the Air War College in 1950 and the National War College in 1955. He served in Hq. USAF Directorate of Intelligence before being named to his present post in September 1963.



*At USAFSO's Tropic Survival School, Air Guardsmen watch a 605th Air Commando Sq. instructor construct a shelter during the jungle training phase of "Highland Fling II".*



*"Air Guardsmen training with the U. S. Air Forces Southern Command display outstanding professionalism as they contribute significantly to USAFSO's objectives."*

**Maj. Gen. Robert A. Breitweiser**  
Commander, USAFSO

*Under U. S. Air Forces Southern Command guidance, Air National Guard Commandos learned survival techniques . . . trained with U. S. Army airborne forces . . . and made a significant contribution to our nation's People-to-People campaign through USAFSO's Civic Action Program.*

## HIGHLAND FLING II

DEEP in the jungles of Panama, Air National Guardmen of the 130th Air Commando Group, West Virginia ANG, performed their 15-day training tour: sharpening military skills and contributing to the health and welfare of the local inhabitants.

They were taking part in a month-long ANG exercise called *Highland Fling II*, January 21-February 20. It was similar to last year's *Highland Fling I*.

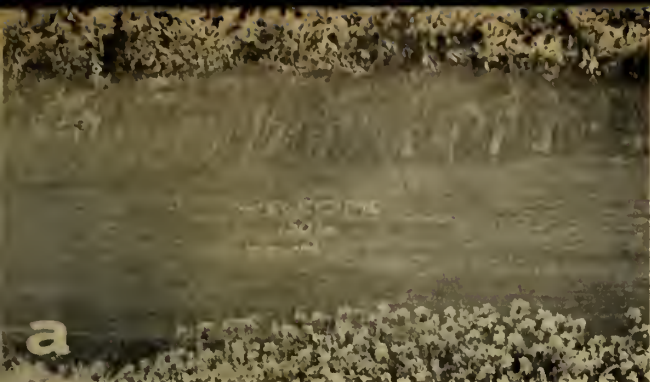
The air commandos were split into two groups with each training for two weeks. The first arrived at Howard AFB, Canal Zone, on January 21. The second replaced them two weeks later.

Transportation to Panama was provided by two groups of the 171st Military Airlift Wing, Pennsylvania ANG. The 171st Group, Greater Pittsburgh Airport, furnished three C-121s for passengers, and the 111th Group at Willow Grove transported 33,000 pounds of equipment in two C-97s. In addition, five C-119s of the 130th carried 15,000 pounds of cargo.

More than 600 Air Guardsmen are assigned to the 130th which is based at the Kanawha County Airport, Charleston, West Virginia. A tactical dispensary and four squadron supply, consolidated aircraft maintenance, air command and combat support, make up the group. If activated, they become a part of the Tactical Air Command. TAC's Special Air Warfare Center at Eglin AFB, Florida, supervises their training and inspection of the 130th.

In Panama, the unit's activities were controlled by the U. S. Air Forces Southern Command (USAFSO). The Air Guardsmen worked closely with their active duty counterparts of USAFSO's 605th Air Commando Squadron at Howard AFB. Part of their training included airlifting paratroopers of the U. S. Army's 8th Special Forces and the 3rd Battalion Airborne, 508th Infantry, to jump zones in the maneuver area. The 130th's pilots fly C-119s and U-6s, small utility plane.





a/ This Tres Hermanos landing strip—hacked from the jungle by Air Guardsmen—gives USAFSO Civic Action teams access to another remote community . . . b/ 130th medical specialists, MSgt. Clarence Michaelson and SSgt. William Fizer, treat a Los Uveros child during their two-day stay at the jungle village . . . c/ USAFSO instructors teach 130th Air Commandos the techniques of water survival and escape and evasion tactics.

The air commando mission is broad and includes guerilla support, "bush" flying tactics involving loudspeaker techniques and leaflet drops, paratroops of personnel and equipment, forward air controller functions, aerial photography, and a medical capability for the treatment of patients in a forward area.

In addition to their jungle training, the Air Guardsmen participated in USAFSO's Civic Action projects. They used their military and civilian skills to improve the living standards of the residents of isolated jungle villages. Civic action projects are an important part of our nation's *People-to-people* campaign.

The 130th air commandos performed similar humanitarian missions last year during *Highland Fling I*. On January 30, 1965, a medical team travelled by helicopter to the village of Los Uveros. In three days, an ANG doctor and medical technician treated more than 200 patients while a dentist performed 187 extractions. An elderly woman was found to be in need of immediate surgery. She was airlifted to the Santo Tomas Hospital in Panama City. The officers and airmen of the 130th donated 15 pints of blood to help her recover.

About a month later, another ANG team treated 140 patients and made 160 extractions in the community of Los Uveros. From February 13-15, 1965, a joint medical team visited the villages of Guanico-Abajo and Guanico-Arriba. The 130th furnished a doctor and a dentist. They were joined by two other dentists, one Army and one Navy. During their three-day stay, they treated about 200 persons and pulled 431 teeth.

This year, January 27-28, the Air Guardsmen returned to Los Uveros. Major Lester Keys, an Air Force doctor with the 605th, led the group which included Master Sergeant Clarence Michaelson, Staff Sergeant William A. Fizer, and Sergeant Second Class Edward Samples of the 130th.

Three days before they arrived at Los Uveros, a small plane equipped with loudspeakers flew over the area to an-

nounce the coming of the *medicos*. Some Panamanians travelled the jungle trails for two days to receive medical attention. "You don't just treat one patient in a community like Los Uveros," said Sergeant Michaelson. "You treat the whole family. All of them have the same ailments: malnutrition, worms, malaria, yaws. . . . Many of those we treated had never seen a doctor before."

The Air Guard medical specialists were not the only ones engaging in the Civic Action projects. Three construction and two heavy-equipment technicians used a bulldozer that had been parachuted in to carve a 1,200-foot landing strip out of the jungle near the village of Tres Hermanos. Before they arrived, members of the 605th flew over the village in a U-10 to drop leaflets instructing the villagers to clear a landing space for helicopters.

The Air Guardsmen arrived at Tres Hermanos on February 7, and remained 10 days. Their work included surveying, blasting tree stumps, grubbing out trees and vegetation, and the final grading of the runway. The same day the runway was completed, a medical team from the 130th was flown in by U-10. They gave medical and dental care to about 100 villagers.

Colonel Ralph R. Cowgill, commander of the 130th, summed up the benefits of *Highland Fling II* in a report to the National Guard Bureau, Washington, D. C. "Air National Guard units, by virtue of their being composed of men whose backgrounds are so varied, whose 52 weeks a year bread and butter employment covers the spectrum from heavy construction operators to highly skilled medical surgeons, will find their utilization in Civic Action Projects to be a most rewarding and heart-warming experience." He added that such exercises give ANG units which normally train at home, ". . . an opportunity to gain valuable experience and at the same time provide a tremendous service to the unfortunate peasants of Central America."



# Help Wanted

**LEGEND:** Opposite each specialty is a series of code numbers and grades. The numbers are keys to the lists of units with vacancies and the grades indicate the highest grade position available. For information on listed positions, write directly to the unit using address given.

## Officer

**Aircraft Maintenance:** (Capt.) 71.  
**Air Police:** (Capt.) 36.  
**Dental:** (Lt. Col.) 59. (Maj.) 18, 19, 29, 45, 65.  
**Finance:** (Capt.) 71.  
**Intelligence:** (Capt.) 71.  
**Legal:** (Lt. Col.) 71.  
**Medical Professional:** (Col.) 53, 66. (Lt. Col.) 14, 51, 70, 72. (Maj.) 7, 11, 13, 17-19, 22, 28, 31, 32, 35, 41, 45, 46, 48, 52, 59, 74. (Capt.) 42, 50, 64, 77.  
**Medical Service:** (Maj.) 8, 34, 51, 53. (Capt.) 17, 29, 31, 32, 64, 68. (Lt.) 28.  
**Medical Specialist:** (Maj.) 28, 42, 66, 71.  
**Navigators:** (Capt.) 5, 26, 44.  
**Nurse:** (Maj.) 22, 65, 66. (Capt.) 6, 7, 11, 12, 13, 17, 19, 23-25, 28, 29, 31, 32, 34, 35, 37, 39, 41, 42, 46, 47, 51-53, 59, 60, 62, 64, 67-70, 73, 74, 77.  
**Pilots:** (Lt. Col.) 71.  
**Safety:** (Maj.) 71.  
**Transportation:** (Capt.) 63.  
**Veterinary:** (Maj.) 9, 12, 13, 17, 19, 23, 24, 28, 30, 31, 32, 34, 39, 45-48, 59, 67, 69, 74. (Capt.) 25, 41.

## Airman

**Administration:** (MSGt.) 3. (TSgt.) 11, 71. (SSgt.) 9, 20. (A1C) 6, 28, 33, 43, 55, 60, 75.  
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**Aircraft Maintenance:** (TSgt.) 71.  
**Air Police:** (SSgt.) 58.  
**Civil Engineering Mechanical/Electrical:** (A1C) 58.  
**Communications-Electronics Systems:** (TSgt.) 58. (SSgt.) 56.  
**Communications Operations:** (TSgt.) 58. (SSgt.) 56.  
**Data Systems:** (TSgt.) 71.  
**Food Service:** (TSgt.) 9. (SSgt.) 17, 31, 32, 46, 53. (A1C) 28, 56.  
**Information:** (TSgt.) 71.  
**Intelligence:** (MSGt.) 71.  
**Intricate Equipment Repair:** (SSgt.) 28, 29.  
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**Personnel:** (TSgt.) 2, 33, 75. (SSgt.) 60.  
**Photomapping:** (SSgt.) 71.  
**Supply:** (TSgt.) 9, 71. (SSgt.) 1, 4. (A2C) 20. (A3C) 56.  
**Transportation:** (TSgt.) 21, 71. (SSgt.) 75. (A1C) 43, 56.  
**Utilities:** (SSgt.) 31, 32.  
**Wire Communications Systems Maintenance:** (SSgt.) 56, 58.

## ANG Technician

**(Weapons Control Systems Technician)** 10. \$6,718 to \$7,615 per yr. AFSC 32250 or 32270 with experience on MG-10 or MG-13 fire control systems. Must be eligible for enlistment in the ANG.  
**(Flying Training Instructor, NGC-12)** 76. \$10,619 per yr. plus military pay. 1st Lt./Maj. Must possess current military pilot rating and 1,000 hours of recent four-engine flying time.

## AFRes Technician

**(Administrative Clerk, GS-5)** 57. \$5,181 per yr.  
**(Aircraft Hydraulic Systems Mech. W-10)** 27. \$3.08 per hr. A1C/42152.  
**(Aircraft Instrument & Control Systems Mechanic, W-10)** 27. \$3.08 per hr. SSgt./42250.  
**(Aircraft Instrument Mechanic, W-10)** 57. \$3.16 per hr.  
**(Aircraft Maintenance Officer, Pilot, GS-12)** 27. \$10,619 per yr. Capt./4355; 49. GS-11. Capt./4344.  
**(Aircraft Mechanic, W-10)** 27. \$3.08 per hr. SSgt./43151A; 38. \$3.14 per hr. SSgt./43151A; 57. \$3.16 per hr.  
**(Aircraft Overhaul Inspector, W-11)** 27. \$3.19 per hr. TSgt./43171A.  
**(Aircraft Piston Engine Mechanic, W-10)** 27. \$3.08 per hr. SSgt./43251; 38. \$3.14 per hr. TSgt./43271; 61. \$3.12/3.44 per hr. SSgt. and A1C/43251.  
**(Aircraft Propeller Mechanic, W-10)** 27. \$3.08 per hr. SSgt./43151A; 38. \$3.14 per hr. SSgt./42151A.  
**(Aircraft Sheet Metal Worker-Integral Tank Sealer, W-10)** 38. \$3.14 per hr. SSgt./53450.  
**(Aircraft Sheet Metal Worker, W-10)** 27. \$3.08 per hr. SSgt./53450.  
**(Aircraft Systems Electrician, W-10)** 27. \$3.08 per hr. A1C/42350; 57. \$3.16 per hr.  
**(Employment Development Officer, GS-11)** 27. \$8,961 per yr. Capt./7524.  
**(Flight Engineer, W-12)** 38. \$3.34 per hr. MSgt./A43570.  
**(Flight Line Mechanic, W-10)** 27. \$3.08 per hr. SSgt./43151A; 38. \$3.14 per hr. TSgt./43171A; 61. \$3.12/3.44 per hr. SSgt./A43151A.  
**(Management Technician, GS-7)** 27. \$6,269 per yr. TSgt./70270.  
**(Military Personnel Clerk, GS-5)** 27, 38, 57. \$5,181 per yr. SSgt./73250.  
**(Navigator, GS-12)** 27. \$10,619 per yr. Capt./1535.  
**(Operations Flight Clerk, GS-5)** 57. \$5,181 per yr.

## KEY

## UNIT

- 4th Air Postal Flt., Maxwell AFB, Alabama, 36112
- 2nd Air Postal Gp., NAS Alameda, California, 94502
- 7th Air Postal Flt., NAS Alameda, California, 94502
- 8th Air Postal Flt., NAS Alameda, California, 94502
- 8500 Navigator Tng. Sq., Hamilton AFB, California, 94935
- 24th Medical Service Sq., March AFB, California, 92508
- 414th Medical Service Flt., March AFB, California, 92508
- 3rd AeroMed. Evac. Group, Mather AFB, California, 95655
- 42nd Medical Service Sq., Norton AFB, California, 92409
- 163rd Fighter Group (ANG), Ontario IAP, California, 91761
- 44th Medical Service Sq., Travis AFB, California, 94535
- 518th Medical Service Flt., Vandenberg AFB, California, 93437
- 459th Medical Service Flt., Dover AFB, Delaware, 19901
- 452nd Medical Service Flt., Eglin AFB, Florida, 32542
- 471st Medical Service Flt., Homestead AFB, Florida, 33030
- 491st Medical Service Flt., Homestead AFB, Florida, 33030
- 37th Medical Service Sq., MacDill AFB, Florida, 33608
- 453rd Medical Service Flt., Patrick AFB, Florida, 32925
- 458th Medical Service Flt., Patrick AFB, Florida, 32925
- 46th AeroMed. Evac. Sq., Chanute AFB, Illinois, 61866
- 91st Air Terminal Sq., O'Hare IAP, Illinois, 60666
- 512th Medical Service Flt., Forbes AFB, Kansas, 66620
- 467th Medical Service Flt., McConnell AFB, Kansas, 67221
- 425th Medical Service Flt., Barksdale AFB, Louisiana, 71110
- 466th Medical Service Flt., England AFB, Louisiana, 71304
- 8498th Navigator Tng. Sq., Andrews AFB, Maryland, 20331
- 909th Troop Carrier Gp., Andrews AFB, Maryland, 20331
- 22nd Medical Service Sq., 2101 W. Rogers Ave., Baltimore, Maryland, 21209
- 403rd Medical Service Flt., 2101 W. Rogers Ave., Baltimore, Maryland, 21209
- 401st Medical Service Flt., L. G. Hanscom Fld., Massachusetts, 01731
- 19th Medical Service Sq., Otis AFB, Massachusetts, 02542
- 402nd Medical Service Flt., Otis AFB, Massachusetts, 02542
- 4th AeroMed. Evac. Gp., Selfridge AFB, Michigan, 48045
- 419th Medical Service Flt., Keesler AFB, Mississippi, 39534
- 493rd Medical Service Flt., Columbus AFB, Mississippi, 39701
- 131st Combat Support Sq., Robertson ANG Base, St. Louis, Missouri, 63145
- 36th AeroMed. Evac. Sq., Richards-Gebaur AFB, Missouri, 64030
- 442nd Military Airlift Wg., Richards-Gebaur AFB, Missouri, 64030
- 488th Medical Service Flt., Offutt AFB, Nebraska, 68113
- 50th Medical Service Flt., Offutt AFB, Nebraska, 68113
- 487th Medical Service Flt., Pease AFB, New Hampshire, 03801
- 33rd Medical Service Sq., McGuire AFB, New Jersey, 08641
- 88th Air Terminal Sq., McGuire AFB, New Jersey, 08641
- 8496th Navigator Tng. Sq., McGuire AFB, New Jersey, 08641
- 454th Medical Service Flt., Kirtland AFB, New Mexico, 87117
- 34th Medical Service Sq., USNAS, Brooklyn, New York, 11234
- 429th Medical Service Flt., Stewart AFB, New York, 12550
- 431st Medical Service Flt., Niagara Falls MAP, New York, 14306
- 914th Troop Carrier Gp., Niagara Falls MAP, New York, 14306
- 464th Medical Service Flt., Seymour-Johnson AFB, North Carolina, 27531
- 504th Medical Service Flt., Grand Forks AFB, North Dakota, 58201
- 503rd Medical Service Flt., Lockbourne AFB, Ohio, 43217
- 23rd Medical Service Sq., Wright-Patterson AFB, Ohio, 45433
- 448th Medical Service Flt., Wright-Patterson AFB, Ohio, 45433
- 251st Comm. Gp. (Mbl), Springfield, Ohio, 45501
- 269th Comm. Gp. (RC), Springfield, Ohio, 45501
- 302nd Troop Carrier Wg., Clinton County AFB, Wilmington, Ohio, 45177
- Det. 1, 269th Comm. Sq. (RC), Zanesville, Ohio
- 447th Medical Service Flt., Tinker AFB, Oklahoma, 73145
- 40th AeroMed. Evac. Sq., Portland IAP, Oregon, 97218
- 304th Aerospace Rescue & Recovery Sq., Portland IAP, Oregon, 97218
- 33rd AeroMed. Evac. Sq., Greater Pittsburgh AP, Pennsylvania, 15231
- 92nd Air Terminal Sq., 1160 Wyoming Ave., Wyoming, Pennsylvania, 18644
- 462nd Medical Service Flt., Stewart AFB, Tennessee, 37168
- 496th Medical Service Flt., Bergstrom AFB, Texas, 78743
- 20th Medical Service Sq., Carswell AFB, Texas, 76127
- 499th Medical Service Flt., Carswell AFB, Texas, 76127
- 34th AeroMed. Evac. Sq., Kelly AFB, Texas, 78241
- 408th Medical Service Flt., Lackland AFB, Texas, 78236
- 475th Medical Service Flt., Laughlin AFB, Texas, 78840
- Ha. 12th Air Force (Res), James Connally AFB, Waco, Texas, 76703
- 48th Medical Service Flt., Webb AFB, Texas, 79720
- 32nd AeroMed. Evac. Sq., Bldg. 6, Fed. Depot, Clearfield, Utah, 84016
- 449th Medical Service Flt., Hill AFB, Utah, 84401
- 83rd Air Terminal Sq., Vancouver Bks., Washington, 98661
- 167th Military Airlift Gp., Martinsburg MAP, West Virginia, 25401
- 521st Medical Service Flt., Ramey AFB, Puerto Rico, APO New York, 09845

**(Painter-Airframe Fabric Worker, W-9)** 57. \$3.04 per hr.  
**(Panel Engineer, W-12)** 27. \$3.30 per hr. MSgt./A43570.  
**(Personnel Clerk, Typing, GS-5)** 49. SSgt./73250.  
**(Personnel Staffing Specialist, GS-7)** 57. \$6,269 per yr.  
**(Pilot, GS-12)** 27. \$10,619 per yr. Capt./1045E.  
**(Radio and Radar Repairer, W-11)** 27. \$3.19 per hr. SSgt./30150; 57. \$3.30 per hr.; 38. (W-10) \$3.14 per hr. SSgt./30170.  
**(Supervisory Operations Assistant, GS-7)** 49. TSgt./27170.  
**(Training Instructor, Instrument Flying Instructor, GS-9)** 38, \$7,479 per yr. Non-ART/34151.

**Additional Air Reserve Technician** vacancies in the aircraft maintenance and personnel fields, and officer positions in general supply, pilot, navigator, aircraft maintenance and employee development also exist in Minnesota, Indiana, Wisconsin and adjoining states. Write: Board, U. S. Civil Service Examiners, Mpls. Paul IAP, Minn., 55417.

## MOARS PART I

Many **Mobilization Assignee** (1) positions (officer/airman) exist throughout the Air Force major commands. Applicants should complete AF Forms 1288 and 1051 in duplicate and forward to the appropriate command.



P news . . .

Approximately a half-million persons attended Civil Air Patrol exhibits during a three-day aerospace open house at Carswell AFB, Fort Worth, Texas, March 24-26. The open house was held in conjunction with the Air Force Association's 20th anniversary convention. The exhibits depicted CAP programs and activities. Its central theme was the dual role of CAP in aviation and public service.

Major General Robert P. Taylor, Chief of Air Force Chaplains, has authorized more than 100 CAP cadets to take part in this year's Air Force Spiritual Life Program.

CAP's National Executive Committee has allocated funds to make this a special cadet summer activity for both male and female cadets.

Spiritual Life conferences, to which cadets have been invited this year, are designed to augment the spiritual and moral lives of military members. Conference sites will be located in New Mexico, Colorado, California, Washington and North Carolina.

CAP has approved new markings for some of its corporate air fleet. Beginning with 10 aircraft, all T-34s, the new markings will provide a simple, attractive and distinctive color combination to add prestige to CAP. The first T-34 with the new paint scheme, white with Bahama blue trim and a silver wheel wells and gear, has already made its appearance.

There are 107 T-34s in CAP's inventory of 823 corporate aircraft. CAP aircraft fly Air Force directed search and rescue missions and perform many humanitarian mercy missions.

news . . .

The Extension Course Institute at Carswell AFB, Alabama, has activated eight new Career Development Courses and deleted three from its curriculum. New courses are: 30171, *Aircraft Electronic Navigation Equipment Technician*; 31000, *Advanced Missile Electronics*; 31151, *Defense Missile Guidance Mechanic/Technician*; 31173, *Defense Missile Checkout Equipment Technician*; 32300, *Defensive Fire Control Systems*; 43114, *Aircraft Mechanic/Technician (Turboprop Aircraft)*; 55250, *Carpentry Specialist*; and 5670, *Work Control Technician*.

Deleted were: 30111, *Aircraft Electronic Navigation Equipment Repairman, General*; 32313, *Defensive Fire Control Systems Mechanic*; and 43250, *Engine Mechanic*.



*Members of ANG's 190th Tactical Reconnaissance Group recently gave 171 pints of blood to the National Defense Blood Program. A2C John Clark of the Hutchinson, Kans., unit donates. Nurse Gloria Holtz assists.*

#### JAGARs aid extended . . .

Air Force Reserve Judge Advocate General Area Representatives (JAGARs) will render legal assistance to survivors of military personnel who die as a result of Vietnam service.

This is in addition to legal aid for military personnel, their dependents, retired military people and other eligibles, on military and civil law matters.

Next of kin not living near active military installations may obtain names and addresses of JAGARs in their localities by contacting the Staff Judge Advocate, Hq. CONAC, Robins AFB, Georgia, 31094.

#### Briefly . . .

"The Voice of the Valley," radio station KGIL has received the *Meritorious Service Award* from the State of California, Military Department. The award was made in appreciation of its cooperation in supporting the California Air National Guard. . . . Thousands of West Berliners will get an authentic view of the historic Alamo during a 16-day open-air fair in late July and August. Theme for the annual German Volksfest is the Republic of Texas and the Alamo. Texas Adjutant General, Major General Thomas S. Bishop, has pledged full support to the project by Texas National Guardsmen. . . . The Retired Officers Association's Minnesota Chapter will host the 18th Biennial Convention on September 29-30, 1966, in Minneapolis. It marks the first conclave held outside the Washington, D. C. area since ROA moved its headquarters from Los Angeles in 1944. . . . The

Honolulu Memorial, erected at the National Cemetery of the Pacific in Hawaii, was dedicated on May 1, 1966, by the American Battle Monuments Commission. It is the last of 19 major World War II memorials built by the commission and the only one commemorating battle casualties of the Korean War. . . . One-year prior service enlistments were discontinued effective April 1, 1966, by the Air National Guard. . . . The 388th Bombardment Group Association will hold its 17th annual reunion July 18-25, in Estes Park, Colorado. The 414th Bomb Squadron and the 97th Bomb Group have their bi-annual reunion in Indianapolis, Indiana, August 19-21. . . . The Air National Guard will enter 75 team members in the 1966 *All-Air Force Rifle and Pistol Championship* matches at Lackland AFB, Texas, during May and June. Selected shooters will qualify by competing in practice and individual matches during state eliminations. . . . The 937th Military Airlift Group at Tinker AFB, Oklahoma, recently conducted an unusual commissioning and promotion ceremony 10,000 feet above Tulsa, Oklahoma. Nurses Karen Baucom and Barbara Oleman were sworn in as second lieutenants in the Air Force Reserve. On the same flight Captain F. L. Perry and First Lieutenant Paul Newman received promotions to major and captain, respectively. . . . ANG's 118th Military Airlift Group, Nashville, Tennessee, received the Military Airlift Command's *Flying Safety Award* for 1965. It was the first heavy transport group to compile over 1,000 flying hours in a single month and has flown 19 cargo missions to South Vietnam.





England's Prince Philip, an avid pilot, was briefed on the mission of the 928th TCGp. by Col. Richard George, comdr., and Lt. Col. Patrick Freeman (l). The Prince visited Chicago during a fund raising tour. (below) Brig. Gen. Jack A. Gibbs, comdr. 6th Region, holds CONAC's "Ground Safety Award," earned thru the efforts of Capt. Daniel Unruh, (l) the region's ground safety officer.

## reserve camera



Adapting AF ground safety to Air Reserve Forces was theme of recent national meeting at Norton AFB, Calif. On hand were: (l-r) Col. Robt. Terrill, NGB, Wash.; Leon Stark, Hq CONAC; Col. P. Fojtik, ANG, Norton; and Col. Willis Wood, chief, AF ground safety, Norton.



Col. Alfred Kandel (c), CONAC's staff judge advocate, met with Reservist-lawyers at a recent JAGAR conference in Dallas, Tex. JAGARS now can give legal assistance to dependents of Vietnam casualties. (l-r) Lt. Col. Charles Wroton, Chicago; Lt. Col. Leonard Choate, Dallas; Col. Kandel; Col. Robert Dobbins, San Francisco, and Maj. Arthur Gerwin, New York City.



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*The Alaskan Air Command*

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Vol. XVIII—No. 5

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AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

### General John P. McConnell

Chief of Staff, United States Air Force

### Maj. Gen. Curtis R. Low

Ass't Chief of Staff Reserve Forces, USAF

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The material contained in The Air Reservist is listed in the Air University Periodical Index.



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... illustrates the severe arctic weather that confronts members of the Alaskan Air Command. This remote radar site at Tatalina, Alaska, plays a vital role in the air defense of North America.



Gen. John P. McConnell, chief of staff, USAF, accepts the "Distinguished Service Award," citing the Air Reserve Forces for their role in "Christmas Star" from Mrs. Margaret Hohnhorst, president, American War Mothers. Main speaker at the May 8 event was Senator Len B. Jordan, (r) of Idaho.

#### Clarification . . .

The news item titled *Certificate of Appreciation* in our April issue contained some incomplete information.

It stated that Air Force Reservists being transferred or retired to the *Retired Reserve* are now being presented a special certificate of retirement.

Air National Guardsmen also receive this certificate.

It indicated that individuals honorably separated from the Reserves may request transfer to the *Retired Reserve* and qualify for retirement benefits at age 60. This statement was incomplete.

In order to be transferred to the *Retired Reserve* and qualify for retirement benefits at age 60, individuals must have completed 20 years of satisfactory service for retirement and meet other eligibility requirements prior to discharge.

Persons desiring information regarding qualifications should write to: Air Reserve Personnel Center, 3800 York Street, Denver, Colorado, 80205.

#### "Law" Day . . .

Major General Donald S. Dawson, Air Force Reservist and president of the Reserve Officers Association spoke at the *Law Day U.S.A.* observance held May 2 at the Pentagon.

Speaking before a large gathering, including many civilian and military dignitaries, General Dawson explained the meaning, history, and reason for the observance. He noted, "Law Day is not a celebration for lawyers; it is not reserved for the members of the judiciary; indeed it is not even set aside as a day for lawmakers in the Congress.

"It is a day for every citizen of the United States; for every individual to pause for reflection on our system of

laws that has given us our liberties, protected our persons and our businesses and has given us the framework upon which we have built this nation.

"You in the service of our country have a greater reason to respect the law than others, and a greater opportunity to command respect for the law . . . you are in fact the law—what you do and say is interpreted as the law!

"I would say you also have the greatest responsibility to respect the law, you are bound by a common oath to protect and defend the Constitution against all enemies . . ."

Law Day was first observed in 1946. This year's theme was "Respect the Law—It Respects You."

#### Distinguished service . . .

The American War Mothers, a nationwide organization, selected the Air Reserve Forces to receive its *Distinguished Service Award* for the part played in airlifting gifts to servicemen in South Vietnam during operations *Christmas Star*.

General John P. McConnell, chief of staff, USAF, accepted the award during a Mother's Day ceremony at Arlington National Cemetery. Representing the Air Reserve Forces was Major General Winston P. Wilsie, chief, National Guard Bureau, and Brigadier General Nicholas E. Albrecht, deputy commander of the Air Force Reserve's Second Region.

Following are excerpts from the accompanying citation: "This heartwarming and spontaneous expression of appreciation . . . would not have succeeded were it not for the determined assistance of the U.S. Air Force and Air Reserve Forces. . . . In a short time thousands of Air National Guardsmen and Air Force Reservists voluntarily



ordinated resources and talents to carry these gifts. . . . The American War Mothers honor our U.S. Air Force and Air Reserve Forces for outstanding performance of duty."

#### Blood for defense . . .

The National Guard, in cooperation with the American Red Cross and the Department of Defense, has begun one of the most widespread blood donor programs ever held by an organization.

Guard units across the nation will seek 250,000 units of blood from their members, all of it earmarked for defense use. The *Blood for Defense* program will extend through the summer and into the fall months and is being sponsored by the National Guard Association of the United States. Major General James F. Cantwell, association president, stated, "We regard this program as a direct and practical method of contributing to U.S. military operations in Southeast Asia, and to the well-being of our comrades-in-uniform of the active services who are fighting there."

#### Flying safety awards . . .

An Air Force Reserve wing and two Air National Guard groups were among 24 flying units receiving *Air Force Flight Safety Award* plaques.

The 434th Troop Carrier Wing, Bakalar AFB, Indiana, was cited for 13,000 hours of flight safety.

Air National Guard units were: the 133rd Military Airlift Group, Minneapolis-St. Paul International Airport, Minnesota, with 5,500 hours, and the 141st Fighter Group, Spokane International Airport, Washington, 7,000 hours.

#### ANG record . . .

The 118th Military Airlift Group of Nashville, Tennessee, has set an Air National Guard record for heavy transport flying hours logged during a single month. During March, the group recorded 1,060 hours. The 1,000-hour mark—no other ANG transport group has ever reached this—was passed between California and Nashville on March 30, by a C-97 returning from the group's 19th mission to South Vietnam.

The ANG is currently flying over 200 cargo trips a month in support of the Military Airlift Command. Of these, more than 100 are in direct support of Southeast Asia. A trip is two missions—one hauling cargo to a base on the outbound flight and one carrying another load on the return flight.

#### Medical symposium . . .

Active duty and Air Reserve Forces medical personnel met in Las Vegas, Nevada, April 21, for the *Third Annual Reserve Medical Symposium*.

The symposium, held in conjunction with the 37th Annual Meeting of The Aerospace Medical Association, covered aviation and space travel.

Presented CONAC *Certificates of Recognition* for outstanding improvement in manning and operational readiness, at the symposium were: the 34th Aeromedical Evacuation Squadron, Kelly AFB, Texas; the 924th Tactical Hospital, Ellington AFB, Texas; and the 503rd Medical Service Flight, Lockbourne AFB, Ohio.

## PEOPLE . . .

**COMMENDATIONS . . .** Brigadier General Raymond J. Hoepfky received his second California *Medal of Merit* for exceptional service as commander of ANG's 146th Military Airlift Wing, Van Nuys . . . Lieutenant Colonel John H. Grimm was named *Continental Air Command's Flight Surgeon of the Year for 1965*. In addition, his command, the 924th Tactical Hospital, was cited as one of the outstanding units of its type by CONAC.

**RESOURCEFULNESS . . .** Captain Philip E. Brickson, of Wisconsin ANG's 176th Fighter Interceptor Squadron, recently came to the aid of his instructor, Air Force Captain Arnold G. Barry near Perrin AFB, Texas. The Air Guardsman was on his first solo flight in an F-102, when his instructor's chase plane flamed out. Radio instructions provided by Captain Brickson enabled the latter to land the disabled aircraft safely. . . . In still another example of resourcefulness, Major Herbert A. James of the 442nd Military Airlift Squadron, Richards-Gebaur AFB, Missouri, recently led a small Army plane to safety. The plane, with five persons aboard, became lost when it experienced electrical failure. Piloting his C-124, the major led the plane to safety through congested air traffic around Kansas City.

**ASSIGNMENTS . . .** Named for new posts and four-star general rank are: Lieutenant General James Ferguson, Air Force deputy chief of staff for Research and Development, commander, AFSC, September 1; Lieutenant General William S. Stone, deputy chief of staff for Personnel, Hq. USAF, to air deputy to the SACEUR; Lieutenant General David A. Burchinal, director, joint staff of the Joint Chiefs of Staff, to deputy commander-in-chief, EUCOM; and Lieutenant General Raymond J. Reeves, commander-in-chief, LCOM, to commander-in-chief, North American Air Defense Command/Continental Air Defense Command; all August 1.



*Lieutenant General Henry Viccellio becomes commander, Continental Air Command, effective August 1, succeeding Lieutenant General Cecil H. Childre who is scheduled to retire July 31.*

*General Viccellio currently is deputy commander-in-chief of the unified U. S. Strike Command. Previously, he was commander of Tactical Air Command's 19th Air Force. In both positions, he has played an active part in the supervision of training and inspection of the Air Reserve Forces, in directing their activities throughout the year and during joint exercises such as "Swift Strike" and "Pine Cone."*

*Following the "Pine Cone" maneuvers, the general praised the combat capability of the Air Reserve Forces saying, "The Air Reserve components, both Air National Guard and Air Force Reserve, performed right along with the Regular units . . . with the same efficiency and competence as the Regulars."*



\* "We need every one of them we can get our hands on, and we need every one we can keep in our program."

\* Lt. Gen. Albert P. Clark  
Vice Comdr., TAC

## the "dollar nineteen" carries on . . .



"Combat capability of C-119 aircraft has been significantly improved recently by Air Force troop carrier units assisted and guided by the Continental Air Command Staff. Developed and perfected by Air Force Reservists and Continental Air Command, the 'Alamo Slingshot' method of aerial delivery has been evaluated and accepted by Tactical Air Command as a major improvement in combat aerial delivery. The C-119's true value lies in the pinpoint aerial delivery accuracy it can achieve with the 'Slingshot' method in resupplying isolated field units, and in its self-sealing fuel tanks which are advantageous under combat conditions. C-119 'Boxcars' entered the Air Force inventory almost 20 years ago. With its improved performance and use through the years, this aircraft still provides a versatile and reliable combat transport capability to the Air Force Reserve and to the active establishment."

Maj. Gen. J. S. Holtoner  
Vice Comdr., CONAC

**F**LYING Boxcar. . . Dollar Nineteen. . . call them what you will! This two-engine cargo plane is ungainly, slow and relatively small; but, in the hands of trained Air Force Reservists they provide valuable support to the active duty elements of the Department of Defense (DOD).

Six months ago DOD scheduled eight Reserve troop carrier units to be phased out by October 1967 and the remainder of the C-119 groups to convert to the larger C-124. On March 8, however, Secretary of Defense Robert S. McNamara reported to the House Armed Services Committee that the entire airlift subject is being reexamined and that "We now intend to retain over the next two years a larger number of C-119s in the Air Force Reserve than we have previously planned, primarily to augment the tactical assault capability of the active force until more C-141s become available."

The initial plan called for Air Force C-124s to be turned over to the Reserve units as the new C-141 jet transports entered the active force inventory. As the C-124s became available they were to replace the C-119s.

Two factors have had considerable bearing on the decision to retain the C-119s. The first is the increasing airlift requirements brought on by the war in Vietnam. The other is the improved combat capability of the C-119 through a new system of cargo delivery called the *Alamo Slingshot*.

Developed by the Air Force Reserve 433rd Troop Carrier Wing, Kelly AFB, Texas, up to six standard 2,250-pound Army A-22 containers can be ejected simultaneously from an aircraft. The system gives pinpoint accuracy, affords positive ejection time, reduces rigging and loading preparations, and places the drop functions directly in the hands of the navigator.

After exhaustive tests by the Tactical Air Command (TAC), the Air Force approved the system for use by all C-119 units. For its work on the *Alamo Slingshot*, the 433rd became the first Air Force Reserve unit to receive the *Air Force Outstanding Unit Award*.

Another significant factor in the decision to extend the retention of the C-119s is the enviable record of airlift support the Reservists have compiled over the past decade. In addition to training in their primary mission—



assault airlift for TAC—they have turned in outstanding performances during crises, on humanitarian flights, in support of joint training exercises, and assisting the National Aeronautics and Space Administration in its space vehicle recovery tests.

Last year's crisis in the Dominican Republic serves as a good example of the valuable contribution made by Reservists flying C-119s. Teamed with other Reserve units' (C-123s and C-124s), they responded within hours to the emergency airlift requirement called *Power Pack*. It was launched April 30, 1965, to protect the lives of U.S. citizens and foreign nationals in the Dominican Republic and to evacuate those desiring to leave. By the end of June the Reservists had flown 1,747 missions, carried 5,115 passengers and airlifted more than 4,000 tons of cargo. Their combined flying time reached almost 16,000 hours.

Shortly after the *Power Pack* airlift began, TAC's Commander, the late General Walter C. Sweeney Jr., commended the Reservists saying their, "... timely and effective response has been invaluable to Air Force Atlantic's airlift operations. Their efforts during the past week again highlight the need to have this airlift potential available for such emergencies."

Able to land at almost any small airport, the *Flying Boxcars* are ideally suited to mercy missions. They have carried everything from cattle-feed to vitamins. During December, 1964, about 65 tons of hay were dropped from C-119s over the frozen countryside of Montana. This emergency measure helped save the lives of an estimated 100,000 starving, snowbound cattle. Less than a week later, they were flying relief missions for flood victims in the Pacific northwest and northern California.

When *Hurricane Betsy* hit the southeastern section of the U.S. in September, 1965, the C-119s hauled a variety of emergency supplies into the area, including food, medicine, and the people and equipment needed to restore power to the devastated communities. Rep. F. Edward Hebert of Louisiana called the operation a "... domestic version of the Berlin airlift." In a letter to Lieutenant General Cecil Childre, commander of the Continental Air Command, the congressman wrote, "The timely and effective assistance ... prevented a catastrophic loss of life. ... The members of the Committee on Armed Services are immensely proud of the dedicated men and women who demonstrated once again their unique ability to perform in an outstanding manner in time of peace, as well as in time of war."

During the past Christmas season, C-119s played a vital role in the nationwide operation known as *Christmas Star*. More than 200 tons of gifts to American servicemen in Vietnam were collected by the citizens of every state. The job of transporting the gifts from the collection points to West Coast air terminals was accomplished primarily by the C-119s. Larger transports of the Air Reserve Forces then were used to carry the gifts across the Pacific.

Assault airlift is the basic mission of Reserve troop carrier units. The C-119 aircrews train closely with the Army's airborne and special forces personnel, to airlift them and their equipment into forward combat areas and to keep them resupplied with food, medicine and ammunition.

Even while flying training missions the Reservists are augmenting the active duty forces. They have accounted for a substantial portion of USAF's requirement to support the Army in troop and equipment drop training within the U.S. In joint exercise *Casual Crest*, the Alaskan Air Command employed the Reserve planes to transport the Army paratroopers to the jump zones and to fly resupply and courier missions throughout the exercise. They flew 44 sorties and airdropped 119 paratroopers and 17 tons of equipment. As an incidental mission, a C-119 was used to deliver 11,000 pounds of aviation fuel to a remote communications station

far above the Arctic Circle.

During the recent *Clove Hitch I* exercise, eighty C-119s joined thirty-two TAC C-130s to carry out the airborne phase of the all-service training maneuver. The *Flying Boxcars* helped transport 1,682 members of the Army's 101st Airborne Division from Fort Campbell, Kentucky, to a drop zone at the Camp Lejeune Marine Corps facility in North Carolina. Also, they helped deliver about 260 tons of combat equipment. When the exercise was over, they were used to return the men and supplies to Fort Campbell.

These instances of the activities of Reserve aircrews and their C-119s barely scratch the surface of the total support they provide each day of the year. Ungainly? ... Slow? ... Small? Perhaps; but, the Air Force Reserve continues to reap big dividends from its *Dollar Nineteens*.



"The 'Boxcars' ... still provide a versatile and reliable combat transport capability." ... (a) A vehicle of the 101st Airborne Div. is offloaded during "Clove Hitch I." (b) Students and instructors at Fort Benning board a C-119 for delivery to the jump zone.





*In-House ingenuity increases combat capability, safety and efficiency while saving time and money. Some examples of...*



*Rebuilt from "scrap" by members of the 117th Tactical Control Sq., this radar set again plays a role in the Air Force's early warning network.*



*Television circuit installed by specialists of the 146th Military Airlift Wg. helps MSgts. W. Haworth (l), and Manny Macias control the safety and efficiency of operations on the Van Nuys flight line.*

## **ANG resourcefulness**

A CLOSED circuit television system is adding a new dimension to the safety and efficiency of operations at the Van Nuys Air National Guard Base in California.

The system is the product of the excellent relationship which exists between the Van Nuys military personnel and local industry, and the resourcefulness of the 146th Consolidated Aircraft Maintenance Squadron members. The television camera was presented to the 146th as a gift of Sylvania Electric Products, a subsidiary of General Telephone and Electronics.

In addition to installing the camera on the roof of an aircraft hangar and linking it with a monitor in the unit's Maintenance Control Center, the ingenious Air Guardsmen added a special feature: remote control. With this feature, a supervisor in the Control Center can point the camera in any direction . . . up, down, left or right.

The value of the television system is enhanced by the squadron's important mission. These Air Guardsmen repair and service the C-97 transport planes of ANG's 146th Military Airlift Wing, also at Van Nuys. These planes are part of the ANG airlift force which is performing requirements for the Military Airlift Command. They are helping accomplish its vital mission by transporting men and supplies to any destination along the command's global routes and especially to the air terminals in Southeast Asia.

It is essential that these planes be kept in the safest flying condition possible. This requires efficient maintenance services. These services include scheduling the technician workload such as the periodic inspection of the aircraft, processing materiel transactions, and dispatching specialists, parts and equipment to the repair docks in the hangar. Accomplishing these functions is the responsibility of the Maintenance Control Center personnel.

Formerly, the center supervisors relied almost exclusively on voice communications for collecting the data they needed. If the center were equipped with "eyes," it was reasonable to assume the supervisors could function more efficiently. The theory proved to be correct. When combined with radio and telephone, the television system provided supervisors with instant knowledge of the status and whereabouts of any of the wing's sixteen C-97s.

An example of how the system is being used is in the scheduling of planes to be moved between parking areas and maintenance hangars. Previously, this required a supervisor to spend precious man-hours at the scene. Now, any one of the three maintenance supervisors in the Control Center can keep visual tabs on the operation and direct the flight line crews by radio.

Not content to rest on their laurels, the Air Guardsmen now are working on the idea of adding a telephoto lens to the camera and making it possible for the center personnel to operate it by remote control.

In summary, the 146th is demonstrating that local ingenuity, combined with the techniques of modern science, is saving time and money while increasing the safety and combat effectiveness of ANG's airlift force.



THROUGH initiative and technical ability, an Air National Guard unit saved a \$200,000 radar set from the scrap heap and added it to the Air Force network that guards the skies of North America.

Toward the end of 1963, ANG's 117th Tactical Control Squadron (then an aircraft control and warning flight), at Savannah, Georgia, learned that a radar set similar to the ones they used had been turned in to the salvage yards at Holloman AFB, New Mexico. Technically called an AN/TPS-16, *Height Finder*, the set was accepted by the 117th with the intention of cannibalizing it for some badly needed spare parts.

On November 27, 1963, the gear arrived at Savannah after a long trip from Holloman on an open staked body trailer truck. It was badly damaged, timeworn and weather beaten. Even so, it represented a very valuable piece of military hardware . . . in terms of money and in the air defense of our country. Colonel Creighton L. Rhodes, commander of the 117th, decided to postpone the idea of cannibalization and, instead, let the members of the unit put it back in working order.

The repair job hinged on the Air Guardsmen being able to replace those parts that absolutely were beyond salvage. After much time-consuming paper work, some of the replacement parts were obtained from Air Force, Navy or Marine Corps supply depots. Parts that were not available from the military depots were manufactured by the Air Guardsmen. "This required a considerable amount of initiative, ingenuity, resourcefulness, and many hours of labor," Colonel Rhodes reported to the National Guard Bureau.

Fifteen months and 861 man-hours after starting the project, Colonel Rhodes proudly announced the availability of a fully operational AN/TPS-40 radar, an improved version of the original *Height Finder*. The Georgia Air Guardsmen knew it was in good working condition because they had used it for seven days before dismantling it for shipment to the 133rd Aircraft Control and Warning Flight at Fort Dodge, Iowa.

The significance of the project was summed up by Colonel Rhodes: "This unit has received a great amount of satisfaction and a tremendous amount of training in repairing this radar set. The training received could not have been accomplished under any other circumstances. This was an opportunity to save our Air Force and Air National Guard a large amount of money and contributed a radar set to our national defense structure . . ."

STRAFE a target while zipping through space at 460 m.p.h. Arrive at an immediate determination as to your accuracy. Impossible, you say? Well, it's being done at the Air National Guard's Camp Atterbury gunnery range near Indianapolis.

Three Indiana Air Guardsmen pooled their talents to construct an electronic scoring device which records each bullet as it hits the target. Then, through ground-to-air radio, the pilots immediately learn the results of their firing. Getting such information while the circumstances of the strafing run are still fresh in the pilot's mind is invaluable. A good run would confirm the wisdom of repeating techniques just completed. Conversely, an unsuccessful run, quickly identified, would allow time for corrections during subsequent passes. The result is increased combat effectiveness.

The men responsible for building the system and installing it are members of the Atterbury range detachment. Senior Master Sergeant Robert E. Smith assembled the electronic gear, Major Chester E. Carey built the chassis and cabinets, and Master Sergeant Robert D. Woods manufactured the special panels for the range's three targets.



*Pilots quickly learn results of strafing runs through electronic scoring device built by Air Guardsmen at the Camp Atterbury range. Targets absorb more than 50,000 bullets before being replaced.*

Basically, the system includes 20-foot-square plywood boards covered with a blanket of high-carbon-content rubber that can conduct electricity. Cloth targets are stapled to the rubber blanket and the current is turned on. When a machine gun bullet or cannon shell pierces the target, it interrupts the flow of electricity through the blanket. This activates an electronic tube on the master control panel which is located in the range tower about 1,200 feet from the targets. Attached to the panel is an electro-mechanical counter which gives an instantaneous reading of the number hits.

The idea for the system came from Air Guard pilots who had used a similar device while training at the Yuma Marine Corps Air Station in Arizona. The Air Guardsmen borrowed the plans then started collecting the necessary parts. "It took us longer to round up the parts than it did to build and install the system," said Sergeant Smith. "For instance, the original drawings called for the counter tube to come from England and the mechanical counter to come from Switzerland . . . but they just weren't available. We wrote to U.S. electronics manufacturers, though, and they came through in good style." Other parts were borrowed, salvaged or just plain hand-made using liberal doses of ingenuity. For example, the system contains a Sergeant Smith "special," a built-in test circuit.

The Air Guardsmen even added some improvements. The Marine's device at Yuma is hooked up to only one target, whereas the one at Camp Atterbury can handle three. The targets are connected to the range tower by buried cables. If a cable is shot out accidentally, a switch invented by Sergeant Smith gives the range operator instant access to either of the other two targets.

The Atterbury range is used by Air Guard fighter pilots from Indiana, Ohio, Illinois and Missouri, and by two squadrons of Marine Corps Reserve fighter pilots from the Glenview Naval Air Station near Chicago.

The accuracy and speed of the scoring device make it a valuable tool in the Air Guard's training program. As a result, plans are being considered to install a similar system at ANG's only other air-to-ground gunnery range, Volk Field, Wisconsin. If so, the resourcefulness of Major Carey and Sergeants Smith and Woods will be an inspiring guide.



*Information picked up on radars manned by AAC personnel is transmitted to the NORAD combat operations center (COC) at Colorado Springs. The COC (r) is the nerve center of North America's aerospace defense system. In the underground complex the battle staff, utilizing highly-sophisticated electronic equipment, interprets information from the strategic detection networks for use in the tactical control of the continent's air defenses.*



*The combat operations center is part of an underground center carved from solid granite inside a mountain. This "hard site" also houses elements of NORAD's Space Defense Center, Intelligence Data Handling System, Air Weather Service, Defense Communications Agency and the Civil Defense National Warning Center.*

## THE ALASKAN

THE "Air Crossroads of the World," is the strategic position Alaska holds for people concerned with the air defense of North America. Why? Because an attack by manned bombers or intercontinental ballistic missiles could well pass through the skies over Alaska. It lies along the shortest air route between Eastern Siberia and the industrial heart of America, and on the polar air route between Europe and the Far East. A narrow, 55-mile strip of water (the Bering Strait) separates our 49th State from the Soviet Union.

The Alaskan Air Command (AAC) is the air component of the unified U.S. Alaskan Command (ALCOM).

The AAC headquarters is at Elmendorf AFB near Anchorage. More than 10,000 USAF officers and airmen, and almost 2,000 civilians man AAC's network of radar and communication sites, fighter-interceptor and transport aircraft, and its support groups and squadrons.

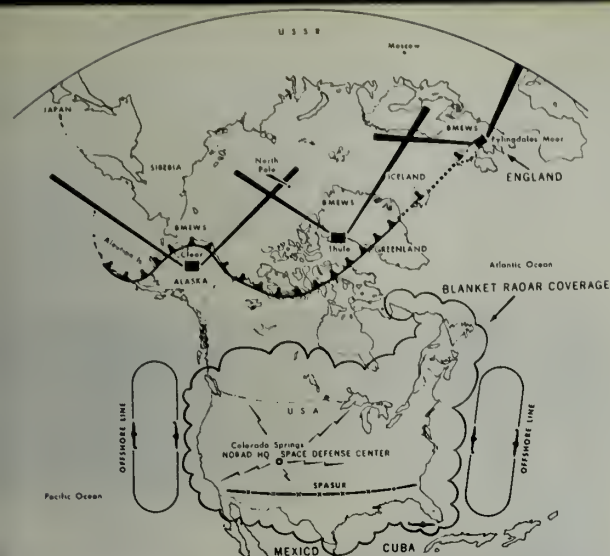
AAC plays a vital role in protecting the more than 10 million square miles of Canada and the United States and their seaward approaches. The command's aircraft control and warning, communications, and radar surveillance sites are operated and supported by AAC personnel for the operational use of the North American Air Defense Command (NORAD) and the Air Defense Command (ADC). One of NORAD's three Ballistic Missile Early Warning System (BMEWS) sites is located at Clear, Alaska. The others are at Thule, Greenland, and at Fylingdales Moor, Great Britain.

AAC radars also form an integral part of the Distant Early Warning (DEW) line. The Alaskan segment of the DEW line extends along the Arctic Ocean, down the Chukchi and Bering coasts and along the Aleutian chain. Inland are ground-controlled intercept site radars.

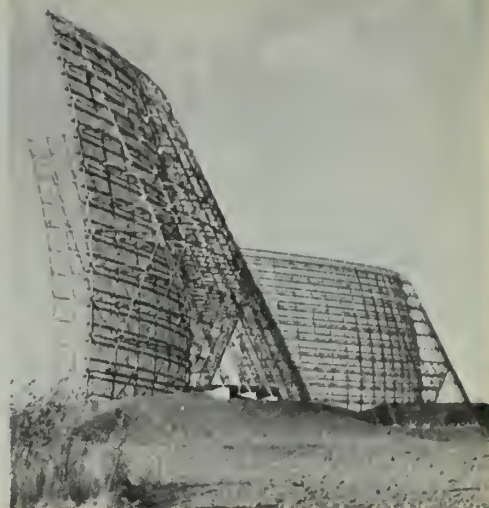
Information collected by these stations and the BMEWS sites is channeled into NORAD's new combat operations center 1,400 feet below the granite top of Cheyenne Mountain in Colorado. This is the nerve center which would transmit the warning of attack and from which the defensive battle would be directed. The center is linked directly with the Joint Chiefs of Staff in Washington, the Canadian Defense Force headquarters in Ottawa and to other major military commands.

The air defense of Alaska's 586,000 square miles is accomplished by the command's 16 aircraft control and warning





The diagram (1) illustrates the scope of North America's radar detection system. The sites operated by AAC personnel are linked by a communications system called "White Alice." The network's huge antennas (r) are scattered throughout Alaska. The system provides a reliable means of transmitting and receiving vital information.



## AIR COMMAND

This major command's primary mission is to assist NORAD in guarding the North American continent against aerospace attack from across the top of the world.

AAC personnel also . . .

- provide for the air defense of Alaska;
- man vital communications facilities which link early warning sites with the NORAD command post; and
- furnish intra-theater airlift and logistical support for tenant units and other Government agencies.

C&W) radar sites and the planes of the 317th Fighter-Interceptor Squadron. With headquarters at Elmendorf, the 17th has elements positioned at three forward bases. Combined, these units provide continuous air defense coverage of Alaska. This includes four basic functions: detection, identification, interception and if necessary, the destruction of an enemy's vehicles of attack. All approaching aircraft are picked up and plotted by the AC&W radar operators. If a "track" remains unidentified longer than 60 seconds, pilots of the 317th's supersonic aircraft "scramble" to make positive identification and take the required action. During 1965, pilots of the 317th flew more than 20,000 hours. In spite of hazardous flying conditions due to Alaska's severe winter climate, it was named (in April) one of the 24 USAF units to receive the Air Force *Flight Safety Award*. The 317th pilots fly the F-102, an all-weather jet interceptor that uses electronic "eyes" to locate hostile aircraft during the day or night. The plane has a speed of 850 m.p.h. and a ceiling above 50,000 feet. Radar guides it to a point where its air-to-air *Falcon* missiles or 2.75 *Mighty Mouse*

rockets are within range. Then, the plane's electronic fire-control system automatically fires the weapons. Their conventional or nuclear-tipped warheads can be guided by radar or heat-seeking devices.

AAC is augmented by units of ADC assigned to Alaska on a rotational duty basis. The ADC pilots fly the F-106. It can reach speeds of over 1,400 m.p.h. Under combat-intercept conditions the plane flies and fires automatically, employing highly sophisticated electronic-guidance and fire-control systems. Its armament consists of a *Genie* nuclear rocket and several *Super Falcon* missiles.

Communications is a key phase in the aerospace defense of North America. In the arctic and sub-arctic regions, severe weather poses a constant hazard to landlines and buried cables, and adverse atmospheric conditions have a serious effect on ordinary radio transmissions. These problems are overcome by using ultra high frequency radio beams which are transmitted and relayed from one installation to another.

AAC has 33 of these installations—called *White Alice*—which are extremely reliable. Technically named *Forward Propagation by Tropospheric Scatter*, the system is a radical method of beaming microwaves over the horizon. It is simpler and less-costly than the previous radio carriers. The *White Alice* sites use broader band widths which allow a much greater channel capacity than the older systems and can carry many voice and telegraph messages simultaneously. The quality of voice reception is comparable to a local telephone call.

Intra-theater airlift is the mission of the 17th Troop Carrier Squadron, headquartered at Elmendorf. With ski-equipped C-130 *Hercules* and C-123 *Providers*, 17th aircrews play a vital role in transporting men and supplies to the scattered and isolated radar and communications sites.

Logistical support in the arctic is unusually difficult. Temperatures drop as low as 70 degrees below zero (Fahrenheit) and high winds are a severe threat to flight safety. Most of the radar stations are situated atop Alaska's rugged mountains. Primitive "bush" landing strips have been carved out of the sides of these mountains and often provide only one approach and departure route for pilots.

Only Elmendorf and Eielson AFBs have rail service. Just one radar station has rail service and two are accessible only by air. The remainder can be reached by water routes and some of these only during the short summer.

Once each year, when the ice pack recedes from the arctic coast, AAC's remote stations are stockpiled with non-perishable supplies under a civilian contract. The project is called

see NEXT page





*Minutes after a "scramble" is called, F-106 "Delta Darts" flying at Mach 2 can intercept and identify an "unknown" picked up on AC&W radar. F-106 units, on rotational duty from the continental U.S., augment AAC's air defense forces.*

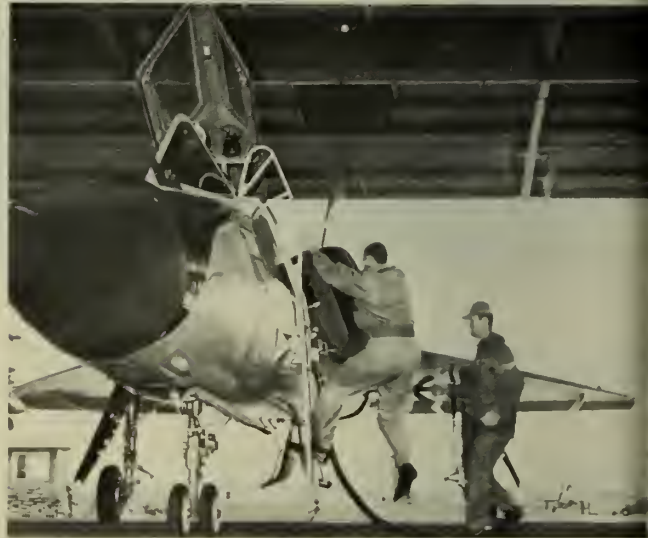
*Mona Lisa.* Big barges are towed through the Bering Straits or up the Yukon to carry materials ranging from bulldozers to razor blades. However, *Mona Lisa* cannot meet all of the resupply needs of these stations. Storage facilities are limited and there is a continuing need for perishables, spare parts and mail. These items are delivered by the 17th crews.

Two DEW line sites on the Greenland ice cap are supplied through the 17th's C-130s. The AAC's 5040th Consolidated Aircraft Maintenance Group has men and equipment on hand at Sondrestrom AB, Greenland, to support this resupply effort.

The command also provides extensive support to all Air Force installations, Federal agencies and to other military organizations. This support is in the form of aerial shipment, resupply and transportation as well as numerous non-aerial services. A few examples of this support are: operation of the Shemya Air Force Station (AFS) for elements of ADC, the Army, Navy, and other governmental agencies; operation of the Point Barrow AFS for the Navy-sponsored Arctic Research Laboratory and for an ADC distant early warning site; supporting the Air Force Systems Command's Arctic Aeromedical Laboratory at Ft. Wainwright; and, operation of Eielson primarily for the Strategic Air Command, and the Military Airlift Command's Air Weather Service.

Another vital role of AAC is its participation in search and rescue activities. Detachment 1, Western Aerospace Rescue and Recovery Center, commonly known as the Rescue Coordination Center (RCC), is under the operational control of AAC. Located at command headquarters, RCC directs search and rescue missions in Alaska working closely with Army, Navy, Air Force, Civil Air Patrol, Coast Guard, Air National Guard, state police, and mountain rescue groups. The center responds to distress calls from civil and military aircraft, boats, hunters, or anyone lost or in trouble. Averaging one request for help a day, it is not uncommon to have over a half-dozen missions underway simultaneously during

*F-102 "Delta Daggers," all-weather interceptors, take off to check-out an unidentified aircraft in the Alaskan Air Command's defense area. The F-102s play a significant part in the command's mission of guarding the skies over Alaska and America's northern border.*



the busy summer season. Over 70 per cent of the aircraft, mostly C-123s and HH-21 helicopters, used in the search and rescue are from AAC's 5017th Operations Squadron.

In addition to its continuous aerospace defense mission, AAC is often involved in humanitarian actions. Foremost among these endeavors was the support it rendered to the citizens of Alaska during the March 1964 earthquake. Eighteen AAC units received the *Air Force Outstanding Unit Award* for their participation in the disaster relief and recovery program following the devastating quake.

### The Air Reserve Forces . . .

The Air Reserve Forces play a significant part in the year-round activities of the Alaskan Air Command. Although only one Air National Guard unit is assigned to AAC, the majority of the Air Reserve Forces' flying units look to AAC for logistical support during summer encampments, on regular training flights, and when participating in joint exercises. On the other hand, the Reserve units furnish a good deal of support to AAC, helping it meet the airlift requirements of the U.S. Army and Alaskan Command forces stationed in the area, and by flying humanitarian missions.

The 144th Air Transport Squadron is the one Air National Guard unit assigned to AAC. There are no Air Force Reserve units assigned to AAC. As the gaining command, AAC supervises the training and inspection of the 144th. The unit's headquarters is located at the Kulis ANG Base, which adjoins the Anchorage International Airport. Another unusual feature of the 144th is its diversified mission. Its primary mission is training, however, it augments AAC in accomplishing its routine airlift activities. The unit also furnishes airlift support for the Military Airlift Command and trains in assault airlift techniques for the Tactical Airlift Command.

The 144th's aircrews fly the jet-augmented, C-124B *Provider*. Three of the eight planes are equipped with special





*AC&W sites, in remote areas of the 49th State depend on 17th TCSq., C-123s for transportation and resupply of almost all the items needed to exist. The versatile planes brave all types of weather and terrain to maintain AAC's vital lifeline to the isolated outposts.*

permit the Air Guardsmen to land at AAC's remote sites although the runways are covered with snow. About 50 crews and 240 airmen are assigned to the 144th.

The unit played a historic part during the devastating earthquake that hit Alaska on March 27, 1964. Anchorage was the city hit hardest and many of the Air Guardsmen were victims as well as rescuers. Shortly after the quake ended, one of the C-123s was started and served as an emergency control tower. It replaced the demolished tower at Anchorage International Airport, and its radio was used to alert the world to the disaster.

The next morning, two of the ANG C-123s were used to transport Army Guardsmen to Seward and Kodiak, then to deliver a cargo of diesel fuel to the city of Valdez, also hard hit. Before the week ended the 144th's aircrews flew 77 sorties, airlifting 201 passengers and 131,054 pounds of cargo. In addition to the 144th, many other Air Reserve Force flying units participated in disaster relief missions to Alaska.

Air Guardsmen also fly aeromedical evacuation missions from Alaska. Aircrews and medical specialists from ANG airlift groups within the continental U.S. have been assigned this on a regularly scheduled basis for the Military Air Command since October of 1965. Elmendorf and Fairbanks AFBs are en route stops along MAC's air lanes between the U.S. and the Far East. MAC's aircrews trans-

port the sick and injured servicemen from the Pacific theater to Alaska where they are picked up by the Air Guard crews and flown to hospitals near their homes.

Joint training exercises are the basis for most of the Air Reserve Forces activity in the Alaskan theater. Two examples are the *King Crab VII* and *Polar Strike* winter maneuvers.

During *King Crab VII*, twenty-five Air Force Reserve C-119 aircrews flew airlift, resupply and courier missions under the operational control of AAC. They worked closely with the airborne infantrymen of the U.S. Army Forces in Alaska (USARAL), transporting the paratroopers to drop zones and delivering supplies to the simulated forward combat areas. The Reservists flew 82 sorties to transport more than 700 troops, drop 27,855 pounds of supplies, and airland 224,279 pounds of cargo.

In *Polar Strike*, ANG's air transport planes were used to airlift the participating Army Guardsmen from bases in the U.S. to the Alaskan exercise area where they joined with elements of USARAL. The exercise was a test of the ability of the U.S. Strike Command to reinforce Alaska in an emergency. Major General James C. Jensen, commander of the Alaskan Air Command, stated, "The airlift provided by the Air National Guard played a major role in making *Polar Strike* a success."

## MAJOR GENERAL JAMES C. JENSEN

General Jensen has directed the Alaskan Air Command since August 1963. His career includes a variety of command-level assignments in each of the important areas of the AAC mission. The general completed pilot training in 1932 and after a period of inactive duty participated in the first mass flight of B-17 bombers from the U. S. to Hawaii. During World War II he held Air Transport Command posts in European and American theaters.

In the postwar years he attended the Armed Forces Staff and National War Colleges and served in the Far East with the Hangkow and Shanghai Advisory Teams and as commander of a troop carrier wing.

Following tours at Hq. USAF and the USAF Central Coordination Staff at Ottawa, Canada, General Jensen became directly involved in the air defense of North America: April 1959 to August 1961, commander of ADC's 30th Air Div. From August 1961 until assuming his present command, the general served as ADC's deputy chief of staff for Operations.

## THE AAC COMMANDER





*here's what Reservists will do...*



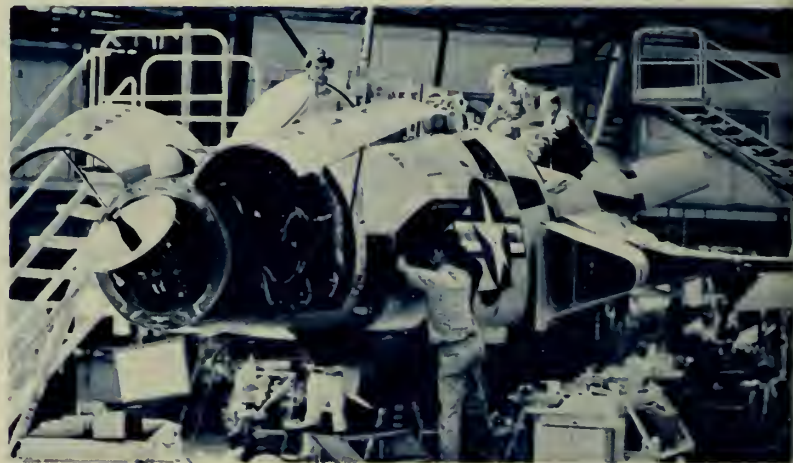
*Work alongside Robins AFB maintenance specialists to repair Air Force transport aircraft such as this C-133.*

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## *new Reserve mobile squadrons to join AFLC*

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*Help members of the Hill AFB supply squadron control and dispatch the myriad parts required to keep the Air Force's F-101s in safe condition.*



*Assist Hill AFB maintenance mechanics install a new elevator on the F-4C, one of the fastest planes in the world.*



*Modify and overhaul C-130 turboprop engines, using precision tools and the extensive facilities at AFLC's Robins AFB.*







*Receive training at McClellan AFB, Calif., in the maintenance of the F-100, a workhorse for the Tactical and Air Defense Commands.*

NEW Air Force Reserve maintenance units for which the Air Force Logistics Command (AFLC), is gaining command will start training this summer. The training will be directed to the repair of crash or battle-damaged aircraft.

These units—to be activated July 1—will augment AFLC for such repair in a theater of operations.

The Air Force Reservists will be trained on the weapon systems for which their air materiel area has prime responsibility, according to Lieutenant General Lewis L. Mundell, AFLC's vice commander.

"As an example," he said, "the 81st Maintenance Squadron to be located at Sacramento Air Materiel Area will be trained on the F-105, F-104 and F-84."

"There will be seven each mobile squadrons for maintenance and supply. The mobile supply squadrons also are designed to furnish augmentation to combat commands in times of crisis, and will be available for support of a deployed mobile maintenance squadron. Their training will be conducted at our air materiel area facilities."

One each supply and maintenance squadrons will be assigned as follows: 4th Maintenance and 4th Supply, Wright-Patterson AFB, Ohio; 10th Maintenance and 10th Supply, Tinker AFB, Okla.; 96th Maintenance and 96th Supply, Kelly AFB, Texas; 7th Maintenance and 7th Supply, Hill AFB, Utah; and 34th Maintenance and 34th Supply, Robins AFB, Ga. Two each of the squadrons will be assigned to McClellan AFB, Calif. They are the 32nd and 81st Maintenance and the 32nd and 81st Supply.

The squadrons normally will be under the command of continental Air Command, receiving training supervision from AFLC, their gaining command in event of mobilization. Inactive duty training will be conducted on one weekend each month with 15 consecutive days active duty training once each fiscal year.

The training program will include—general military, individual technical, and unit training.

The individual technical training to develop the skills applicable to specific weapon systems will be accomplished

academically, on the job, or by correspondence courses.

Training aids, cut-a-ways and text material may supplement the academic methods. During initial phases of instruction, the coach and pupil method will be used providing job proficiency training relating directly to the item to be repaired and the equipment to be used.

The aim of unit training is to develop closely-knit, well-organized teams of specialists. Most of this training will be conducted during the active duty tour.

Air Force advisors and instructors will constantly evaluate the training and advise the unit commanders of deficiencies, with corrective recommendations. The instructor group to be assigned to the new units will consist largely of AFLC civilian employees technically qualified in the authorized skills and who are now Reservists.

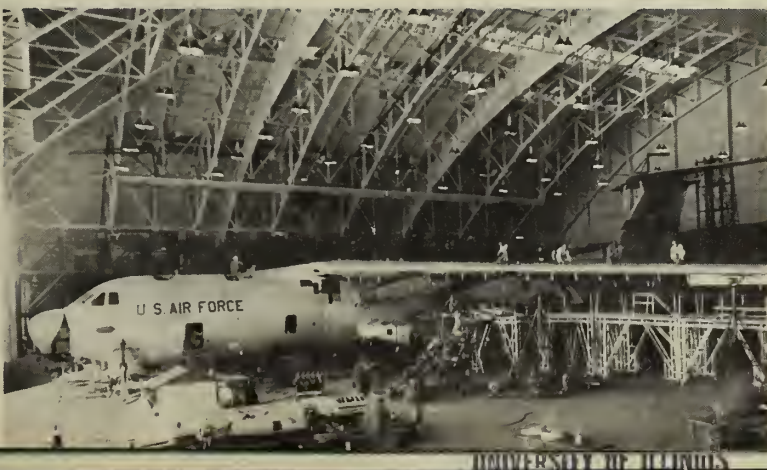
Insofar as possible, all job proficiency type training will be conducted on weekends on regular production lines at each depot. Time not used for this purpose will be devoted to classroom-type or unit training. Classroom training will include familiarity with technical orders, sub-system operations and maintenance procedures.

Job proficiency training will be conducted within the facilities of the air materiel area giving the Air Force Reservists the most realistic training available, working on actual items of equipment that are used by the active duty force. Thus, the Reservists will be performing duty of value to the Air Force and making contributions to cost reduction.

Work performed by the Air Force Reservists will not reduce work done by civilian employees or contractors. It will augment it, since funds and facilities are not available to do all the repair work now required by the Air Force. The Reservists' production will be a valuable by-product of training.

As General Mundell phrased: "Assisting other commands is a peace as well as a war-time responsibility for AFLC. Since our command is comprised principally of civilian personnel, Air Force Reserve units will fill a void that could exist in the mobility and flexibility required of us in a war-time effort."

*Support the airlift of men and supplies to Southeast Asia by helping WRAMA technicians repair the C-141 jet transports at Robins AFB, Ga.*





# Help Wanted

**LEGEND:** Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies. The grades indicate the highest grade position available. For information on listed positions, write directly to the unit using address given.

**Officer**  
*Aerospace Munitions:* (Capt.) 12.  
*Aircraft Maintenance:* (Capt.) 3.  
*Air Police:* (Capt.) 7.  
*Civil Engineer:* (Capt.) 26.  
*Flight Test Maintenance:* (Capt.) 19.  
*Food Service:* (Lt.) 17.  
*Information:* (Capt.) 17.  
*Intelligence:* (Capt.) 16.  
*Medical Professional:* (Col.) 25. (Lt. Col.) 29. (Maj.) 17, 21, 23, 24, 28. (Capt.) 27.  
*Navigator:* (Lt. Col.) 6, 14, 19, 27-29. (Maj.) 2, 3. (Capt.) 4, 5, 8-10, 13, 16, 21, 24, 26, 30.  
*Nurse:* (Maj.) 17. (Capt.) 7, 9, 16, 23, 26.  
*Operations:* (Maj.) 19, 27. (Capt.) 8, 26, 30.  
*Pilot:* (Lt. Col.) 6, 14, 27. (Maj.) 2, 3, 8, 19, 24, 28, 29. (Capt.) 4, 5, 9, 10, 13, 15, 16, 21-23, 26, 30.  
*Transportation:* (Capt.) 16.  
*Veterinarian:* (Maj.) 15. (Capt.) 29.

**Airman**  
*Administration:* (SSgt.) 25.  
*Aircraft Maintenance:* (SMSgt.) 22. (MSgt.) 9. (TSgt.) 3, 16, 26.  
*Air Operations:* (SSgt.) 9.  
*Air Police:* (SSgt.) 10, 19. (A1C) 26.  
*Air Traffic:* (TSgt.) 30.  
*Carpentry:* (A1C) 30.  
*Civil Engineering:* (SSgt.) 26.  
*Command and Control:* (MSgt.) 28. (TSgt.) 14.  
*Cook:* (SSgt.) 19. (A1C) 21, 26.  
*Data Processing:* (MSgt.) 7. (TSgt.) 16.  
*Dental:* (TSgt.) 15, 30. (SSgt.) 19.  
*Education:* (TSgt.) 29.

*Fabrication, Leather/Rubber:* (TSgt.) 16.  
*Fire Protection:* (SSgt.) 26. (A1C) 23, 27-29.  
*Flight Engineer:* (MSgt.) 2, 13, 17, 24, 27-29. (TSgt.) 10, 21.  
*Fuels:* (SSgt.) 10.  
*Inventory Management:* (TSgt.) 16. (SSgt.) 19.  
*Laboratory Technician:* (MSgt.) 17.  
*Loadmaster:* (TSgt.) 3, 14, 17. (A1C) 24.  
*Maintenance Scheduling:* (SSgt.) 19.  
*Medical:* (SMSgt.) 25. (MSgt.) 29. (TSgt.) 7, 8. (SSgt.) 6, 27. (A1C) 16.  
*Munitions:* (TSgt.) 30.  
*Pararescueman:* (TSgt.) 13, 22. (SSgt.) 2, 5.  
*Personnel:* (TSgt.) 17. (SSgt.) 30.  
*Pharmacy:* (TSgt.) 8.  
*Radio Operator:* (SSgt.) 2, 13, 22.  
*Small Arms:* (TSgt.) 23. (SSgt.) 29.  
*Training:* (SSgt.) 29.  
*Veterinary:* (TSgt.) 8.  
*Water/Waste Processing:* (SSgt.) 7.

**ANG Technician**  
*(Aircraft Maintenance Mechanic, NGW-10)* 12. \$6,404 per yr. AFSC 43151C.  
*(Aircraft Propeller Repairman Technician, NGW-11)* 18. \$6,905 per yr. AFSC 4215A or 4217A.  
*(Flight Control Systems Technician, F-102)* 1. \$6,739.20 per yr. AFSC 32550A.

**AFRes Technician**  
*(Aircraft Electrician, W-10)* 20. \$3.15 to \$3.49 per hr.  
*(Aircraft Hydraulic Systems Mechanic, W-10)* 11. \$3.08 per hr. A1C/

## KEY

## UNIT

- 144th Fighter Gp., Fresno ANG Base, California, 93727
- 303rd Aerospace Rescue & Recovery Sq., March AFB, California, 92508
- 452nd Troop Carrier Wg., March AFB, California, 92508
- 940th Military Airlift Gp., McClellan AFB, California, 95652
- 301st Aerospace Rescue & Recovery Sq., Homestead AFB, Florida, 33030
- 445th Military Airlift Wg., Dobbins AFB, Georgia, 30060
- 928th Troop Carrier Gp., O'Hare IAP, Illinois, 60666
- 932nd Troop Carrier Gp., Scott AFB, Illinois, 62226
- 926th Troop Carrier Gp., Alvin Callender Fld., Louisiana, 70140
- 459th Troop Carrier Wg., Andrews AFB, Maryland, 20331
- 909th Troop Carrier Gp., Andrews AFB, Maryland, 20331
- 113th Tactical Fighter Wg. (ANG), Andrews AFB, Maryland, 20331
- 305th Aerospace Rescue & Recovery Sq., Selfridge AFB, Michigan, 48045
- 442nd Military Airlift Wg., Richards-Gebaur AFB, Missouri, 64030
- 514th Troop Carrier Wg., McGuire AFB, New Jersey, 08641
- 914th Troop Carrier Gp., Niagara Falls MAP, New York, 14306
- 904th Troop Carrier Gp., Stewart AFB, New York, 12554
- 106th Military Airlift Gp. (ANG), USNAS, New York, 11234
- 302nd Troop Carrier Wg., Clinton County AFB, Ohio, 45177
- 910th Troop Carrier Gp., Youngstown MAP, Vienna, Ohio, 44473
- 937th Military Airlift Gp., Tinker AFB, Oklahoma, 73145
- 304th Aerospace Rescue & Recovery Sq., Portland IAP, Oregon, 97218
- 939th Troop Carrier Gp., Portland IAP, Oregon, 97218
- 911th Troop Carrier Gp., Gr. Pittsburgh AP, Pennsylvania, 15231
- 7th Aeromedical Evacuation Gp., Gr. Pittsburgh AP, Pennsylvania, 15231
- 913th Troop Carrier Gp., Willow Grove ARes Facility, Pennsylvania, 19090
- 512th Military Airlift Wg., Carswell AFB, Texas, 76127
- 945th Troop Carrier Gp., Hill AFB, Utah, 84401
- 941st Military Airlift Gp., McChord AFB, Washington, 98438
- 440th Troop Carrier Wg., Gen. Mitchell Fld., Milwaukee, Wisconsin, 53207

42152. (W-10) 20. \$3.15 to \$3.49 per hr.  
*(Aircraft Instrument Mechanic, W-10)* 30. \$3.15 per hr.  
*(Aircraft Instrument and Control Systems Mechanic, W-10)* 11. \$3.08 per hr. TSgt./32570.  
*(Aircraft Loadmaster, W-8)* 11. \$2.85 per hr. TSgt./A60770.  
*(Aircraft Maintenance Officer, Pilot, GS-12)* 11. \$10,619 per yr. Capt./4355.  
*(Aircraft Mechanic, W-10)* 11. \$3.08 per hr. SSgt./43151A.  
*(Aircraft Overhaul Inspector, W-11)* 11. \$3.19 per hr. TSgt./43171A.  
*(Aircraft Piston Engine Mechanic, W-10)* 11. \$3.08 per hr. SSgt./43251.  
*(Aircraft Propeller Mechanic, W-10)* 11. \$3.08 per hr. A1C/42151A.  
*(Aircraft Sheet Metal Worker, W-10)* 11. \$3.08 per hr. A1C/53450. (W-10) 20. \$3.15 to \$3.49 per hr.  
*(Aircraft Sheet Metal Worker-Aircraft Integral Tank Sealer, WX-10)* 11. Wage Board. SSgt./42450.  
*(Aircraft Systems Electrician, W-10)* 11. \$3.08 per hr. A1C/42350.  
*(Airplane Navigator, GS-11)* 11. \$8,961 per yr. Capt./1535.

*(Airplane Pilot, GS-12)* 11. \$10,619 per yr. Capt./1045E.  
*(Clerk, GS-5)* 11. \$5,181 per yr. SSgt./43430.  
*(Employee Development Officer, GS-11)* 11. \$8,961 per yr. Capt./7524.  
*(Flight Engineer Instructor, W-13)* 11. \$3.41 per hr. SMSgt./A43590.  
*(Flight Line Mechanic, W-10)* 11. \$3.08 per hr. TSgt./SSgt. 43151. or 43171A. (W-10) 20. \$3.15 to \$3.49 per hr.  
*(Machinist General, W-10)* 20. \$3.15 to \$3.49 per hr.  
*(Management Technician, GS-7)* 11. \$6,269 per yr. TSgt./70270.  
*(Military Personnel Clerk, GS-5)* 11. \$5,181 per yr. SSgt./73250.  
*(Panel Engineer, W-12)* 11. \$3.30 per hr. TSgt./A43570.  
*(Radio and Radar Repairer, W-11)* 11. \$3.19 per hr. SSgt./30150.

ART vacancies in the aircraft maintenance field also exist at Minneapolis-St. Paul International Airport, Minnesota. Write: Board of U. S. Civil Service Examiners, Mpls.-St. Paul IAP, Minn. 55417.

## AF foundation seeks Reservists' support

The Air Force Historical Foundation, an independent nonprofit organization, has appealed to members of the Air Reserve Forces to help it preserve and publicize the history and traditions of the U.S. Air Force.

In a letter to Air Force personnel last year, General John P. McConnell, chief of staff, stated:

"In 1953, the Air Force Historical Foundation was established to assist in preserving and publishing the annals of American aerospace power. Since then every Chief of Staff has urged Air Force personnel to join that Foundation. They recognize that our history is of great importance to every member of the service, recording his achievements, setting professional standards, providing

inspiration, and making available the lessons of experience. For these same reasons, I wish to join my predecessors in recommending membership in the Air Force Historical Foundation."

Major General Dale O. Smith, USAF (Ret.), executive director of the foundation, states: "All we are seeking to do—and it cannot be done without the help of the Air Force and many other persons—is to seek out the facts, to insure that they are recorded, and to guarantee that the American public has an opportunity to judge all the evidence."

This is a big task which requires help from the full aerospace team which includes the Air National Guardsmen and Air Force Reservists.

The foundation is supported wholly

by individual memberships and contributions. Civilian and military alike are invited to join one of the following membership categories.

Annual: U.S. and APO address \$5.00; Canada, \$5.50; and Foreign \$6.00. Life Membership, \$100; Contributing, \$100 (annually); Patron Life, \$1,000 to \$5,000; and Benefactor Life, over \$5,000. All contributions are deductible from income tax. Membership includes a subscription to the foundation's quarterly magazine, the *Aerospace Historian*.

Interested persons are invited to visit or write the foundation. The mailing address is: Building 819, Dept. Bolling AFB, Washington, D.C., 20332.





*New CAP programs were discussed at a recent Pentagon meeting by (l-r) Dr. Theodore C. Marrs, deputy, Reserve & ROTC Affairs; Mr. Paul Turner, former CAP board chairman; Mr. Lyle Castle, present chairman; and Maj. Gen. Curtis R. Low, assistant chief of staff, Reserve Forces.*

## *civil air patrol's year of achievements*

**1965** marked the 24th year of service by the Civil Air Patrol. It was a year of major achievement for the organization. Highlighting CAP's activities was the beginning of the CAP National Cadet Flying Encampment Program; the creation of a joint Federal Aviation Agency/Civil Air Patrol Coordinating Committee; and a new record of CAP participation in Emergency Services Activities.

**Flying program . . .** The cadet flying program was designed as an incentive program for outstanding cadets. It was conducted during July and August at Elmira, New York. A total of 92 cadets were enrolled in the training: 12 received a four-week powered airplane pilot course, 16 took part in the two-week sailplane pilot course, and 65 received one week of sailplane orientation.

The program was so successful that this year it has been expanded. From July 17 through August 14, 148 cadets will have the opportunity to qualify for FAA private pilot certificates in powered airplane and sailplane courses. Flying encampments will be held at Chester, South Carolina; Lawton, Oklahoma; and Elmira. Cadet eligibility requirements include above average scholastic ability, maturity and leadership qualities and recommendations by a school official, employer, or prominent local civic leader.

**FAA cooperation . . .** Another step in CAP's continuing promotion of the growth of general aviation was the creation of the joint FAA/CAP Coordinating Committee. Primary objective of the committee is the identification of areas of cooperation and the initiation of actions necessary to insure close working relations between the two organizations. An FAA executive will participate in all future CAP National Executive Committee meetings as an advisor on general aviation matters.

**SAR missions . . .** During the year, CAP pilots flew a large percentage expended in the air search and rescue missions conducted under the direction of the Aerospace Rescue and Recovery Service (ARRS). ARRS directs the nation's air search and rescue activities in which CAP pilots, civilian pilots of state and local government and civic organizations, and pilots of all branches of the armed forces participate. Utilizing a fleet of some 4,800 corporate and privately-owned aircraft, CAP pilots took part in 285 actual search and rescue missions, locating the objective in 35 of them—more than any other single agency. They amassed a total of 22,405 flying hours on 11,682 individual flights. CAP was credited with 69 per cent of all flying hours devoted to search and rescue efforts in the Continental United States and Alaska.

**Cadet exchange . . .** From the middle of July through the middle of August, 349 cadets and escorts representing 11 foreign countries participated in the CAP International Air Cadet Exchange (IACE). After arriving in New York, they visited the United Nations, the World's Fair and other

points of interest. Then, the representatives of each country departed for an 11-day visit with their host CAP wings (21 state wings participated). During their stay they had the opportunity to become acquainted with American life by living in private homes, visiting historical sites and meeting city and state government officials. Before returning to their respective countries, they toured the nation's capital and were addressed by Vice President Hubert H. Humphrey.

**Disaster relief . . .** When *Hurricane Betsy* struck the southeastern part of the United States last September, some 700 CAP members joined in relief operations. Almost all the resources of the Louisiana Wing were made available to Civil Defense. The wing supplied 35 gasoline-driven, power generators to provide emergency electricity for many purposes including power for radio stations and food preservation. Seventy-five CAP trucks, ambulances and jeeps were committed to evacuation and rescue of stranded victims. Twelve aircraft performed surveillance and refugee-sighting flights. More than 100 CAP radio stations, fixed and mobile, were put into use and frequently were the only communications capability available to Civil Defense and other relief agencies carrying out their operations.

**AFRES affiliation . . .** Participation in the Civil Air Patrol program is an authorized point-gaining activity for Reservists under the provisions of AFR 45-15. During 1965, 546 Reservists earned points as instructors, advisors, and test control officers. In addition to these point-gaining activities, many Reservists performed active duty tours in support of Aerospace Education Workshops and cadet encampments.

**1966 summer activities . . .** Thousands of Civil Air Patrol cadets will enter special activities this summer.

Leading the summer programs, all designed to further the cadet's knowledge of aviation and the aerospace sciences, will be the second annual cadet flying encampment.

At the same time, other cadets will attend the Jet Orientation Course hosted annually by the Air Defense Command at Pcerin AFB, Texas; the Aerospace Age Orientation Course conducted especially for girl cadets by the Air University at Maxwell AFB, Alabama; and the Federal Aviation Agency Orientation Program held at the FAA Academy, Will Rogers Field, Oklahoma City.

Annual summer encampment programs will be held at approximately 25 Air Force bases with cadets from more than 42 states attending. Last year more than 6,000 cadets attended these encampments where they lived and learned the daily routine of Air Force life. Although budgetary considerations permitted only an abbreviated version of the *International Air Cadet Exchange* this year with only the United States and Canada participating, consideration will be given toward reinstatement of the full program next year.





**a**

*a/ Among active duty and Reserve doctors and nurses discussing aspects of space travel at the Aerospace Medical Assn. meeting, in April at Las Vegas, were: (l-r) Lt. Gen. R. L. Bohannon, surgeon general, USAF; Col. P. Pritchard Jr., AFRes., and Dr. C. Berry, NASA . . . b/ On May 10, USAF's industry award was presented by Maj. Gen. J. S. Holtoner, vice comdr., CONAC, to two Georgia firms for Air Reserve Forces support. Accepting: M. B. Lane Jr. (l), pres., Citizens & Southern Nat'l Bank and W. A. Pulver, pres., Lockheed-Georgia Co.*



**c**

## *reserve camera*

*c/ W. Gilbert, sabotage prevention expert, recently briefed 174th TacFtrGp. Air Guardsmen at Hancock Field, N.Y. He describes an innocent looking bomb to MSgt. C. Poehlman and SSgts. W. R. VanOrman and D. C. Getty . . . d/ Maj L. Testaguzza (r), 938th TCGp., demonstrates a space suit to the Gp. Comdr., Lt. Col. J. T. Nutley Jr. The major works with the Lockheed Co. in Calif., NASA's Man-in-Space program.*



**b**



**d**

THE AIR RESERVIST  
AIR RESERVE PERSONNEL CENTER  
3800 YORK STREET  
DENVER, COLORADO, 80205

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JULY 1966



*Headquarters  
Command, USAF*



UNIVERSITY OF MICHIGAN





## [*Air Reserve Forces*]

**“solid  
record  
of accomplishment”**

**by the Hon. Harold Brown**  
*Secretary of the Air Force*

“THE very high value that the Air Force attaches to its Reserve Forces is not a matter of tradition or sentiment, though these emotions certainly are present. It is primarily a result of the solid record of accomplishment which the Air Reserve Forces have compiled since 1947. I want to emphasize that yours has been a record of progressive improvement in responsiveness and capability.

“During the Korean conflict, for example, 17 per cent of Air Reserve Forces personnel who were called to active duty requested deferral or exemption. In 1961, at the time of the Berlin crisis, only 4 per cent asked for deferral. The Cuban missile crisis came about a year later. Almost 100 per cent of Air Force Reserve personnel responded to a ‘no notice’ call-up, in what Secretary McNamara described as a tremendously impressive performance.

“This history of Reserve Forces reaction from 1950 to 1962 gives convincing testimony of the high state of operational readiness and morale which you have attained individually and as units. While you have been building this solid foundation of professional competence, you also have contributed very significantly to our defense posture by sharing with Regular Air Force units a part of their workload.

“Air Force Guard and Reserve military airlift crews are flying a remarkable number of hours in meeting requirements of the Military Airlift Command. The Guard air defense units, on runway alert around-the-clock, are a major part of our total air defense posture, on the Continent and in Hawaii and Puerto Rico. Reserve troop carrier units did a large share of the Air Force job of supporting Army airborne training. Last year they air-dropped more than 100,000 paratroopers. Other contributions were made by tactical fighter and reconnaissance groups, communications and air terminal units, and the medical service flights.

“This active peacetime support which we receive from our Air Reserve Forces is one good indicator of their importance to the Air Force and to national security. Even more important is their role as wartime augmentation. That, of course, is why the Reserve Forces exist.

“A good example of augmentation capability is the ‘Beef Broth’ organizations in both the Guard and Reserve. These units now constitute a strategic reserve, just as though they were part of the active duty force. Other Guard and Reserve units can achieve the same degree of readiness whenever the need arises and the resources are made available to them.

“I am asked frequently why the Air Reserve Forces—trained, equipped and willing—have not been called to active

duty in support of our operations in Vietnam. The answer to that question is twofold:

“First, since 1961 the regular general purpose forces all the services, including our own tactical fighter and airlift forces, have been increased dramatically in size and capability. The United States was better prepared for war in Vietnam than for any other war in its history. We have not had to mobilize industry, institute economic controls or call up Reserve Forces as we did during World War II or Korea.

“Second, a wise commander-in-chief does not commit reserves unless and until they are needed. We have been able to accomplish the enormous task of moving 278,900 troops and their equipment 9,000 miles to Southeast Asia in the past 9 months without Reserve Force call-ups. We have been able to supply our 285,000 troops in Vietnam with the equipment they need, and with the airpower they need, without call-up. The fact that we, nevertheless, have uncommitted regular units plus large and capable Reserve Forces constitutes a deterrent to any would-be aggressor who might consider expanding the conflict in Vietnam or encouraging simultaneous aggression in other areas.

“The Air Reserve Forces are and will continue to be part of our ready and responsive strategic reserve. What of the future? Obviously they should always be responsive to something—to the requirements of national policy. They have been organized, manned, trained, and equipped to perform necessary function. Responsiveness to national policy is the starting point in planning for all Reserve Forces, as it is in planning for the active establishment.

“The second step in the planning and programming process is development of military forces by the Department of Defense to implement its portion of national policy. Force levels are determined through a system of analyzing requirements by functional program packages: strategic, general purpose, air defense, airlift/sealift, for example. There is a separate package for the Reserve Forces, as you are aware, but all planning for Reserve force levels is done as part of these various use or functional packages.

“Air Force planners have to determine where in each of the program packages we can most effectively use the capabilities of Reserve Forces, as a strategic reserve augmentation of active duty forces in wartime and for training in periods short of mobilization. Our planning for Reserve Forces requires the same analytical approach that we apply in our research and development program, our regular force planning or our logistic operations. This planning must



done, keeping always in mind the distinction between equal requirements and areas in which additional capability would be nice to have but not absolutely essential.

"President Johnson has repeatedly emphasized that we, the richest nation in the world with a steadily increasing gross national product, can afford to spend what we need to defend. This applies to Reserve Forces as well as all other programs. However, we cannot afford to spend more than absolutely necessary. While defense makes by far the greatest demand on the national budget, it is only one area of the total national commitment.

"Our Reserve programs must change from time to time as requirements change in response to national policy. I think of us recognize that. It may be more difficult to accept the fact that we must limit the use of our resources to necessities. There is no place in the system for marginally useful units or billets retained at the expense of a required mission.

"I recognize, as you do, that changing programs create many problems of adjustment. But programs are going to keep on changing with advancing technology and shifting

international tensions. If they didn't change we'd really have reason to worry. I have no doubt that the officers and airmen who have stayed with our Reserve Forces programs and adapted so well to change will continue to meet each challenge as it arises.

"The flexibility and adaptability that you have shown place you among our most valuable assets. Your long years of experience in peacetime and combat operations are indispensable. We are determined to make maximum use of that experience by providing you the best equipment available and by assigning you missions, in any functional area, that are compatible with the impressive capabilities of the Reserve Forces.

"I am proud of the dedication, seriousness of purpose and professionalism that are characteristic of today's Air Force Reserve and Air National Guard. We may expect new dangers and new problems to replace the ones which concern us today. I am confident that the Air Reserve Forces will stand ready, alongside our active duty units, to meet whatever challenges may come."

*"a key  
to national  
survival"*



Maj. Gen. Curtis R. Low  
Assistant chief of staff  
Reserve Forces

THE world is full of change. The entire Air Force including the Air Force Reserve and the Air National Guard in the past few years has felt this change. That you have responded to change and have proven your ability to face up to it is the true measure of the greatness of our organizations. Dedication and loyalty to the Air Force, and recognition of the Air Force mission, have earned for the Reserve Forces the proud right to be known as "strategic reserves." Our Nation is the beneficiary of your dedication and loyalty.

I am just as convinced now, as I was five years ago when appointed assistant chief of staff for Reserve Forces, that "Ready Now Reserve Forces" are a key to national survival. They are just as much a part of the Air Force structure as the regular establishment itself. I am sincerely proud that I can say today our Reserve organizations and individuals are better now than ever be-

fore. I know you will move forward to greater achievements.

I thank each of you in the Guard and Reserve for your work in producing our outstanding, much needed Air Reserve Forces. Today, our Air National Guard and Air Force Reserve stand proudly alongside the Active Air Force knowing that together the three add up to the world's greatest Aerospace Team. I urge you to continue driving ahead so that our Air Reserve Forces will always be truly "Ready Now" in every sense to augment the Active Force in peace and war. Thus prepared you will justify support from any quarter where support might come—military and civilian.

This final assignment of mine has been a challenge but never without reward. My reward is twofold—the accomplishments of the Air Reserve Forces and the treasured friendships that I have made among you.

#### ROA convention . . .

Shortly after *The Air Reservist* went on press, the Reserve Officers Association (ROA) was scheduled to open its 40th national convention (June 29 through July 1) in New York City.

On the agenda for the first day is a keynote address by General John P. McConnell, Air Force chief of staff, and the presentation of the Secretary of the Air Force's special citation to New York City for its support of the Air Reserve Forces. Major General Curtis R. Low, assistant chief of staff, Reserve Forces, will make the presentation to the city's deputy mayor, Dr. Timothy W. Costello.

In the afternoon, ROA *Distinguished Service Citations* will be awarded to Brigadier General Edward J. Haseltine (Ret.), former deputy commander, First Air Force Reserve Region, and to Colonel Clinton U. True, commander of the Fifth Region.

ROA will honor two Reserve organizations at the Awards Luncheon for their manning, participation, administration and operational efficiency, and training excellence. The 87th Air Terminal Squadron, McClellan AFB, California will get ROA's *Outstanding Reserve Unit Award*. Its *Outstanding Reserve Medical Service Unit Award* will go to the 412th Medical Service Flight, Bunker Hill AFB, Indiana.

Closing out the convention is the inaugural banquet and ball. Highlighting the banquet will be the presentation of the Air Force Secretary's award for support of the Air Reserve Forces to the Equitable Life Assurance Society. Major General J. S. Holtner, acting commander, CONAC, will make the presentation to the company's president, Mr. Grant Keehn.



## Unique Training Assemblies

### Members of the Air Reserve Forces

overcome obstacles as they get the job done for USAF at minimal expense.



Part of the 138th's money saving project included converting this former drill hall to a master direction center.

Examples . . . • a "do-it-yourself" radar site

• C-119s island-hopping to Taiwan

• "double duty" by air evac crew

**P**OSITIVE leadership . . . discerning management . . . and a lot of do-it-yourself ingenuity has won Colorado Air National Guard's 138th Aircraft Control & Warning Squadron at Greeley, another commendation—the *Air Force Outstanding Unit Award*.

The 138th was cited for meritorious service in air defense operations from July 1, 1963 to June 30, 1965. During that period it continuously maintained a superior state of combat readiness while operating on a very limited budget.

How was this accomplished? Through:

- Superior utilization of manpower and resources;
- Esprit de corps. Self-help saved taxpayers \$75,804;
- Aggressive training programs; and,
- Excellent community relations.

Lieutenant Colonel Richard E. Saltmarsh commands the 138th, one of two ANG squadrons which conduct continuous air defense surveillance and tracking operations in the continental United States. Approximately 76 officer and airmen technicians man its two facilities. One is a master surveillance station located with the Federal Aviation Agency's Denver Center at Longmont, Colorado. This provides around-the-clock early warning surveillance from seven radar sites throughout the region for the Sioux City Air Defense Sector. Its second operation, the Master Direction center at Greeley, some 30 miles away, performs the aircraft control functions of its primary mission.

The unit's esprit de corps and "can-do" spirit was aptly demonstrated in 1963 when it moved from Buckley ANG Base, Denver, to its present location at Greeley. The move was accomplished at minimum expense to the government.

Arriving at their new home base, the Air Guardsmen quickly adapted themselves to the task at hand. They became carpenters, machinists, plumbers, electricians and masons. The result was a rehabilitation and construction job of professional caliber.

A high-ceiling drill hall was turned into two floors. These were subdivided into maintenance shops, a dining hall, operations offices, classrooms and a master direction center complex. They also erected a new building to house a power system, motor pool, office spaces and classrooms.

Dollar savings effected was estimated at \$75,804.

This resourcefulness is nothing new. In 1957 when the unit first took on a full time air defense mission for the North American Air Defense Command they were given some World War II barracks at Denver Naval Air Station. They converted them into a modern air defense facility.

Three years later the field became Buckley ANG Base. The Air Guardsmen promptly converted the former Naval enlisted men's club into another master direction center.

Other examples of ingenuity are commonplace. Squadron personnel have designed and constructed several pieces of equipment which have saved money and manpower.

The *Outstanding Unit Award* is the latest in a series of commendations received by the squadron. In March, it received the Air Force Association's *Citation of Honor*. Earlier, it was the first non-flying ANG unit to receive the Air Defense Command's coveted "A" Award. Only two other Air Guard units had received this recognition. The 138th was cited for, "... outstanding accomplishment in operational effectiveness for the period May 1, 1964 through April 30, 1965."

Among its other commendations is one from the National Guard Bureau for a highly-successful training program for Tactical Air Command ANG weapons controllers. In addition, the 138th is conducting a vigorous Electronic Counter Measures Training Program for all FAA personnel located at the Denver Center. This program was rated as the finest ever observed by ADC officials. It also drew congratulations from Governor John A. Love of Colorado.

The busy Air Guardsmen have not neglected community relations. They have been cited as outstanding examples of the citizen-airman concept.

Lieutenant General Herbert B. Thatcher, commander of the ADC, gave an example of this community spirit during the March AFA Convention in Dallas, saying, "The command of the 138th . . . not content with his military manner enlisted 14 of Greeley's most prominent citizens into its officer corps. He made them honorary majors . . . I assure you that each of these 'majors' is doing a top flight job . . . the entire city of Greeley supports the Air Defense mission."



ANG's aeromedical evacuation crews perform double duty," in C-97s and C-121s such as this one from N. C. They airlift patients during training missions scheduled by Military Airlift Command.



TAC specialists brief Reserve aircrews at McClellan AFB, Calif., before takeoff on long flight to Hawaii.

Reservists (l-r) Lt. Col. Everett, Capt. Sult and Lt. Col. Coale, of the 446th, relax at Ping-tung after delivering C-119s to Taiwan.

CALIFORNIA . . . to Hawaii . . . to Wake . . . to Guam . . . to Taiwan. It was an historic flight.

Under the U.S. Military Assistance Program, eight C-119s were to be delivered to the air force of Nationalist China at Ping-tung Air Base, Taiwan, as replacements for its C-46 Commandos. About 60 Reservists from five troop carrier wings were selected to make the flight as part of their annual 15-day tour of active duty for training.

The Reservists came from the following troop carrier wings: the 302nd, Clinton County AFB, Ohio; 403rd, Selfridge AFB, Michigan; 434th, Bakalar AFB, Indiana; 446th, Ellington AFB, Texas; and, the 452nd, March AFB, California. Brigadier General Russell F. Gustke, commander of the 446th, served as the mission commander.

The planes had to be outfitted with auxiliary fuel tanks to give them the range required for the trip. After rendezvousing at McClellan AFB, California, they flew in formation to Hickam AFB, Hawaii, a distance of well over 2,000 miles and more than 13 hours away. The tanks increased the flying time of the C-119 from about 10 to 15 hours.

The *Flying Boxcars* were accompanied by a C-124 from the Air Force Reserve's 452nd Troop Carrier Wing at March AFB. The *One-Twenty-Four* carried maintenance personnel and equipment to inspect the C-119s at the stopover points and repair them if necessary.

From Hickam they went to Wake Island, then to Andersen AFB on the Island of Guam, and finally to Taiwan where they were greeted by Lieutenant General Y. C. Louie, deputy commander-in-chief of the Chinese Air Force, and Colonel J. E. Sweeney from the U.S. Air Force section of the Military Assistance Advisory Group (Republic of China).

The island-hopping trip from McClellan to Taiwan took six days and ended on April 30. Some of the Reservists were returned to the U.S. aboard the C-124. Others came back via Military Airlift Command planes.

This long-range flight by the C-119s illustrates the capability of Reservists to accomplish unusual global missions for the active duty forces.



AIR National Guardsmen flew 495 missions, airlifting 5,399 patients 664,859 miles during the first nine months of augmenting the Military Airlift Command's (MAC) aeromedical evacuation program.

These figures are for the period August 1, 1965 through April 30, 1966. Air Guard crews began flying regularly scheduled missions for MAC last summer. They now operate between California and Alaska, over off-shore Atlantic routes, and carry out numerous domestic feeder flights.

In addition, ANG flight surgeons, physicians, medical technicians and flight nurses, are serving aboard active force MAC aircraft transporting patients from Southeast Asia to the United States.

This support was praised recently by Rep. Durward G. Hall of Missouri, whose remarks appeared in the *Congressional Record* of April 4. Excerpts follow:

"This arrangement enables the taxpayers' dollar to perform double duty and is a logical and economical method of satisfying the requirements of this program. . . . It appears to me that this teamwork is indicative of the high level of cooperation between the Guard and the Air Force and that this constructive use of Guard training resources is a credit to the Air Force management system."



## ARPC news . . .

Air Force Reservists not on active duty may review their records at the Air Reserve Personnel Center in Denver, Monday through Friday.

Normal duty hours are 7:15 a.m. to 3:45 p.m. (Mountain Daylight Saving Time). Officials suggest that Reservists arrive early but no later than one hour prior to closing time. A telephone call in advance (825-1161, ext. 259) will insure that record is ready for review.

Meanwhile, it also was announced that a board would convene at ARPC on August 1, to consider second lieutenants not on extended active duty for promotion to first lieutenant.

To be eligible, officers must hold a promotion service date on or before June 30, 1964 and be in an active status.

## Education benefits . . .

Thousands of Air National Guardsmen and Air Force Reservists who were called to active duty during the Berlin and Cuba crises are eligible for education benefits under the new GI Bill.

For example, men in units called to active duty during the Berlin crisis for about 10 months are eligible for 10 months of school assistance under the bill. Many others who have served additional time on voluntary extended duty also can count their active duty time toward eligibility in calculating the

amount of their benefits entitlement.

However, the Veterans Administration stated that time spent in an "active duty for training" status is clearly excluded. This also excludes any Air Guard or Air Force Reserve drill time. Only time spent on active duty in a mobilization status counts.

Information on eligibility and benefits may be obtained from unit or nearest VA regional office.

## Comm facilities realigned . . .

Air National Guard ground communications elements formerly assigned to support squadrons at Military Airlift Command and Tactical Air Command bases in 38 states have become Communications Support Flights under the Air Force Communications Service.

The changeover of nearly 70 ANG support units took place June 30.

Training requirements for the flights will not change, however; their numerical designations have been assigned to coincide with the unit they support.

Two officers and 27 airmen currently are authorized for each of the flights.

## ECI news . . .

The Extension Course Institute at Gunter AFB, Alabama, has added five new Career Development Courses.

New courses are: 30750, *Tele-Communications System Control Specialist/*

*Technician*; 32200, *Fire Control Systems*; 43370, *Maintenance Scheduling Specialist/Technician* (Unconventional Fuels); and 67151, *General Accounting Specialist*. Course 6749, *Commercial Services*, was deleted.

## Awards . . .

Major General Chester E. McCarty (USAF Ret.), assistant chief of staff for Reserve Forces, USAF, 1962-1964 (Oregon's *Distinguished Service Award*), for his outstanding contribution to the Air Reserve Forces. The general also was honored with a review by more than 1,200 personnel of the 939th Troop Carrier Group, 304th Aerospace Rescue and Recovery Squadron and ANG's 142nd Fighter Group at Portland . . . Lieutenant Colonel Luther A. Piel, 403rd Troop Carrier Wing, Selfridge AFB, Michigan (Air Force Award for *Meritorious Civilian Service*) for establishing a wing nuclear safety program . . . A1C James L. Rogers, 173rd Air Base Squadron, Mississippi ANG (Air Force *Commendation Medal* and an American Red Cross lifesaving award) for rescuing seven-year-old boy from drowning . . . Civil Air Patrol Cadet Christopher Broderick of Milford, Connecticut (CAP's *Bronze Medal of Valor*) for rescuing two youths from local port . . . Colonel Milton Seaman, Air Force Academy Liaison Officer in the New York area (cited for service to the academy) . . . Five members of ANG's 106th Military Airlift Squadron, Fort Bennett Field, New York (MAC's *Individual Flight Safety Awards*). They are Brigadier General Raymond L. George, Lieutenant Colonel William J. Frank, Major John B. Conley; and Captains William E. Wobeser and Clarence Williams . . . Major Oscar D. Kulmacz, Third Air Force Reserve Region, Decatur AFB, Georgia (named *Topper of the Quarter*) under CONAC's "Turn Out Perfection" program . . . Colonel Walter H. Andrews of Charleston, South Carolina (Military Airlift Command's *Distinguished Citizen Certificate*), for his continuing contribution to military activities in the Charleston area.

## Unit Awards . . .

Minnesota's 237 Mobile Communications Flight (Air Force Communications Services *Outstanding Reserve Organization*) . . . The 349th Troop Carrier Wing, Hamilton AFB, California (Air Force *Flight Safety Award*), for 17,000 accident-free hours in C-119s and C-124s during 1965 and over 117,000 hours without a mishap.

See NEWS page

## CAPT. BETTYE AKIN

118TH AEROMEDICAL EVACUATION SQUADRON  
BERRY FIELD • NASHVILLE

This dedicated, Air National Guard nurse flies aeromedical evacuation missions throughout the world. After a recent trip to Vietnam to return wounded American servicemen to the U.S., she said, "At a time like this, you learn what your training is all about. . . . You can't call a doctor if something goes wrong."





some of the jobs  
they will be doing . . .

Cargo handling: using modern equipment  
such as this adjustable  
"K-loader" off loading an Air Guard  
C-121 at McGuire AFB, N. J.



## new Reserve support squadrons join MAC

Aircraft maintenance: working alongside USAF  
specialists to insure the safe delivery  
of men and supplies at worldwide destinations.  
Aircraft will be the latest transports  
such as this C-141 at Charleston AFB.



Passenger processing: scheduling flights, giving  
customs-advice, weighing baggage and  
furnishing flight information to servicemen  
traveling MAC's global air routes. This is  
the passenger terminal at Charleston AFB, S. C.



"I need terminal squadrons. I need en route support squadrons. For example, I'm getting ready to establish new bases out in Vietnam so I don't have to haul everything into one place in Vietnam and I've got to establish out of my hide initially, the kinds of terminals and en route support squadrons at those stations to take care of all the airlift force going through.

"Now at a time of major contingency I'd love to have some Guard and Reserve outfits of that type that I could call up, that were fully knowledgeable, that I could put right on the job."

These were the words of General Howell M. Estes Jr., commander of the Military Airlift Command (MAC), during a January press conference when he presented some of the problems facing his command as a result of the buildup of military forces in Southeast Asia.

On July 1, almost in answer to General Estes' requirements, six new Air Force Reserve Support squadrons (mobile en route) were activated at four MAC bases in the United States. They are: the 3rd and 4th at Travis AFB, California; 5th at McGuire AFB, New Jersey; 8th at Charleston AFB, South Carolina; and, the 11th and 13th at McChord AFB, Washington.

Each squadron is authorized 16 officers and 149 airmen. Though the units are under the peacetime control of Continental Air Command, MAC is responsible for the supervision of training and inspection. If recalled to active duty, MAC would be their gaining command.

Reservists assigned to the new squadrons are authorized 48 paid inactive duty training periods in addition to their annual 15-day tour of active duty. Their training is a combination of classroom study and practical experience gained by working alongside MAC specialists using the most modern air terminal equipment.

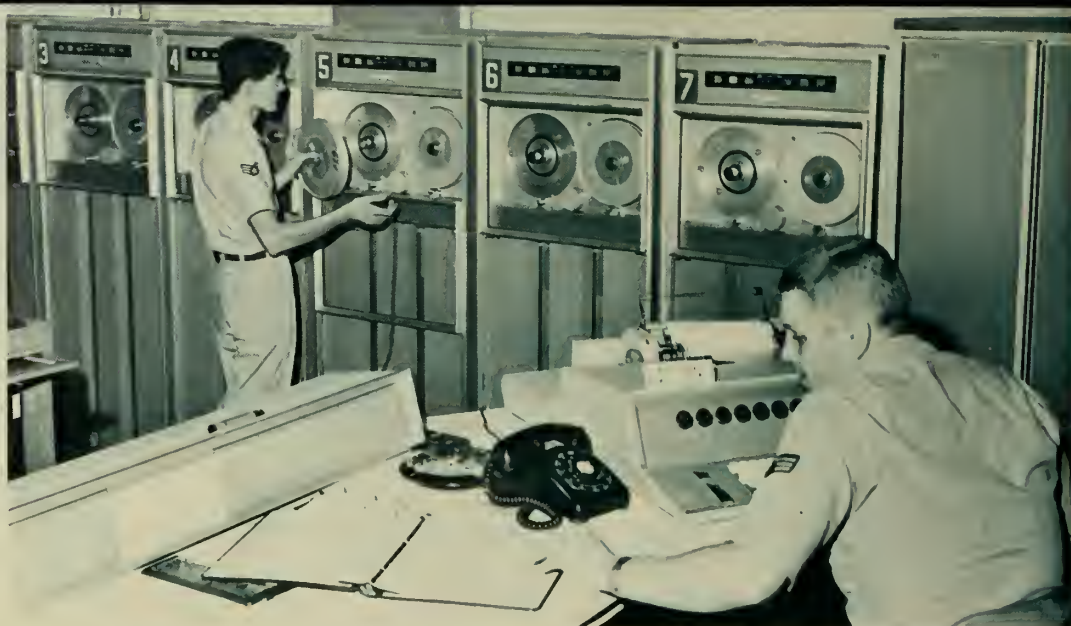
An example of this equipment is MAC's new and complex 463L Materials Handling System which combines automation and mechanization for the rapid loading and unloading of cargo. Through mechanized in-transit control documents, powered conveyors for sorting, standard pallets, self-propelled adjustable loaders, winches and rollers as part of the ground equipment; and, compatible rollers and securing devices installed in the aircraft, it is possible to load a modern jet airlifter with 72,000 pounds of cargo in 30 minutes. This is less time than it takes to refuel the plane.

As the almost 1,000 Reservists become proficient in the functions of getting personnel, cargo and aircraft in and out of an air terminal smoothly and quickly, they will become an integral part of the Air Force's "total force" structure, and important members to MAC's global mission.



*missions range from  
computers to jets...*

Administration:  
1100th Support Gp.  
airmen provide  
the command with  
Data Processing services  
in the accounting,  
supply, personnel,  
and medical fields.

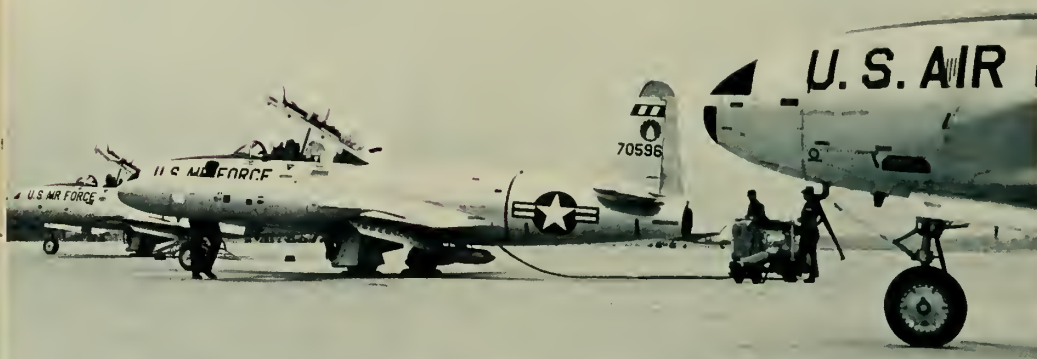


## HEADQUARTERS COMMAND USAF

*The diverse missions of this  
seventh largest major Air Force  
command include:*



- *serving as official host for USAF in the Washington area by providing the USAF Band, USAF Honor Guard and other activities;*
- *providing administrative, logistic and medical support to local activities and other worldwide Air Force and governmental organizations;*
- *conducting the largest proficiency flight program in the Air Force;*
- *conducting operational flights directed by the Joint Chiefs of Staff and Headquarters USAF, including Night Watch and helicopter flights;*
- *operating Bolling and Andrews AFBs and their satellite units; and*
- *providing administrative airlift for all echelons of Government.*



*Flying: More than  
140 aircraft are  
maintained by 1001st  
ABWg., Andrews.  
Included are jets such  
as these T-33s,  
utility planes, and  
C-135 jet transports.*



THE degree of operations and support from command headquarters at Bolling AFB, D.C. varies. In some cases it is complete; in others it is only administrative and logistic. For example, one HQ COMD unit, the 1141st Special Activities Squadron, with headquarters near Paris, is the largest squadron in the Air Force. The squadron keeps personnel records and arranges for pay of the members of the Allied Command, Europe; the European Electronics Intelligence Center; European Command; military assistance groups, missions, STRICOM and assorted units. The 1141st's 300 personnel are scattered from Oslo to Leopoldville and from Lisbon to New Delhi. More than half its 900 officers are field grade—30 are generals.

Bolling and Andrews AFBs provide the major share of command support in the United States.

Bolling is the hub of the Air Force's top management activities in the Washington area. In 1962, the base discontinued flight activities except for helicopter operational missions. Bolling, operated by the 1100th Air Base Wing, is conveniently located across the Potomac river from the Pentagon and only minutes away from the Capitol. It presently is the scene of extensive construction.

Andrews which is operated by the 1001st Air Base Wing is a short distance away. One of the world's most active flight lines is at Andrews. In addition to proficiency training and operational missions, flying is conducted for the President, foreign dignitaries, and military and civilian officials. Both Bolling and Andrews host many tenant units.

In addition to the headquarters of HQ COMD, Bolling hosts elements of Hq USAF, Strategic Air Command (SAC), Air Force Systems Command (AFSC); Air Force Communications Service (AFCS); Continental Air Command (CONAC); and other tenant units such as the Air Force Historical Foundation, the Air Force Village Foundation, and *The Air Reservist Magazine*.

Among those at Andrews are elements of the Military Airlift Command (MAC); AFCS; the U.S. Navy and Headquarters AFSC. Andrews also is the home of the 1st (formerly 2nd) Air Force Reserve Region, the Air Force Reserve 459th Troop Carrier Wing and the D.C. Air National Guard's 113th Tactical Fighter Wing. The 459th operates F-119s and the Air Guardsmen, F-100s.

Over 140 aircraft including the U-3, T-29, T-33, C-54, C-118, C-135 and C-131 are operated and maintained at Andrews by HQ COMD personnel. In addition to the operational missions, many of the planes are used to perform the administrative flights for the Government. These flights are directed from the White House, the Department of Defense and Hq USAF and may go anywhere in the world.

Base maintenance personnel provide field support for most of the tenant's equipment. One of the units is MAC's 89th Military Airlift Wing, Special Missions, which provides airlift for the President, cabinet members, congressmen, and visiting dignitaries. HQ COMD personnel service the more than 2,900 aircraft arriving and departing each month.

To insure the flying skills of the Air Force's top management team in the Washington area, HQ COMD conducts the largest proficiency flying program in the Air Force. It provides aircraft, instructions and training facilities for approximately 1,700 pilots.

HQ COMD is responsible for the 1000th Airborne Command and Control Squadron at Andrews and the 1001st Helicopter Squadron at Bolling. Both are maintained in the highest state of readiness to respond to classified operational missions directed by Hq USAF and the Joint Chiefs of Staff. The 1000th is equipped with EC-135J aircraft which, in times of emergency, would serve as the national airborne command post *Night Watch* for the Joint Chiefs of Staff.

The command's 1001st operates CH-21B and UH-13J helicopters out of Bolling. In addition to its regular mission, the squadron responds to local humanitarian and mercy missions. Last January, when a record-breaking snowfall blanketed a three-state area and brought almost all conventional transportation to a standstill, the versatile helicopters performed a series of mercy missions. One CH-21B responded to an emergency plea from police in rural Virginia. The crew airlifted a woman critically ill with pneumonia from her snowbound farm home to a hospital. Another *chopper* ranged back and forth over the stricken area delivering donated food to isolated families.

In May, a helicopter from Bolling rescued two 16-year-old boys from the Potomac River. The youngsters were marooned on a large rock in the middle of the river after their canoe overturned. The crew lowered a sling to the boys and carried them to safety.

The staff surgeon is the advisor to the commander on medical matters and is responsible for the health and well-being of the command's personnel worldwide. He also is the commander of HQ COMD's USAF Hospital at Andrews which provides medical and dental service, preventive medicine, flight medicine and veterinary service to a community of about 100,000 people. This includes military dependents and retired personnel. In the course of a year, the command's hospital, which operates a 250-bed facility, averages 11,000 admissions, 394,000 out-patient visits, 18,000 physical examinations, and 114,000 immunizations. Wounded servicemen are airlifted from Vietnam to Andrews, the major East Coast center for air evacuation reception and distribution. They reach the hospital from Vietnam in just one day. From Andrews, patients are sent to special care facilities or medical centers near their homes. Air National Guardsmen, flying C-121s perform a large number of scheduled air evacuation distribution missions under the control of MAC.

A unique feature of the hospital is its wireless cardiac monitoring system. No other medical facility in the world has such a capability. The EKGs (electrocardiograph) of six patients can be monitored by the system at the same time. The device permits unprecedented mobility for cardiac patients allowing them to move about the medical facility and still remain under the eyes of technicians.

The 230-member USAF Band maintained by HQ COMD performs a large part of the command's ceremonial mission. It appears at functions ranging from small base activities to goodwill tours throughout the world. The unit contains such groups as the Air Force concert band, the *Airmen of Note* dance band, the *Singing Sergeants*, the *Strolling Strings*, and the USAF Bagpipe Band. Members of the organization have performed before a global audience totaling over 25,000,000 people of every walk of life and ideology.

See NEXT page

Distinguished Visitors: Andrews AFB is the arrival and departure point for many dignitaries, including the President and his cabinet.





*"From our nation's capital to 700 locations around the world and into outer space, the personnel of Headquarters Command USAF are involved in some of the U.S. Air Force's most vital activities. Andrews AFB and Bolling AFB, our two bases in the Washington area; our 1141st Special Activities Squadron in Europe, the largest squadron in the Air Force; and our USAF Hospital, Andrews; exemplify the vigorous flying, support, administrative and ceremonial operations forming our command mission."*

Major General Rollen H. Anthis

*Mercy Missions: Always ready for its primary mission, the 1001st Helicopter Sq., often fills community needs, like airlifting this woman to a hospital.*

*Goodwill Ambassadors: USAF Bandsmen take part in ceremonies around the globe. Here the Bagpipe Band performs at Jamaican Independence festivities.*



*Ceremonies: Honor Gue represents USAF at many functions such as this joint RCAF/USAF retreat at Bolling.*



*Housing: New construction at Bolling includes family housing and a 1500-man dorm for airmen.*



The select group of airmen in the 155-man Honor Guard presents the Air Force at ceremonies both in and outside the Washington area. They also perform honors and ceremonial activities for dignitaries arriving and departing Andrews or being welcomed at the White House.

The 1100th Support Group at Bolling conducts the command's comptroller functions and provides support to Hq USAF and other organizations worldwide. The support includes three functional areas: accounting and finance, data automation, and budget and analysis.

Approximately 20,000 military and civilian personnel in the Washington area alone, including the Secretary of the Air Force and the Chief of Staff are paid through the accounting and finance function. The comptroller pays all Air Force attaches as well as Army and Navy attaches located in areas where the Air Force is the executive agent.

The accounting responsibility exceeds \$1.1 billion annually. The section provides support to all HQ COMD units and to tenant organizations both on and off Bolling such as AFSC, MAC, the Air Force Technical Application Center (AFTAC), and military advisory groups and missions.

In the data automation area, the Comptroller handles command level data processing for personnel, civil engineering, command equipment and material officer and areas of appropriation general ledger accounting for HQ COMD and other organizations such as Hq USAF, CONAC, and the Office of Aerospace Research.

The Comptroller furnishes budget, funding and financial management for HQ COMD and other units including: Alaskan Command payroll, USAF Officer Exchange Program and Air Force units supporting NATO. Also furnished, worldwide funding to field extensions of the Air Staff assigned to HQ COMD including the Office of Special Investigations, Auditor General and Resident Auditors, Postal Security Couriers, AFTAC and the Inspector General. Additionally, DOD funding is provided throughout the U.S. for classified research projects conducted by universities and other Government agencies under AFTAC.

Other responsibilities of HQ COMD's Bolling and Andrews AFBs are to provide housing and dining facilities for airmen in the Washington area and, with the exception of the Chief of Staff, housing for the most senior members of the Air Staff. It renders mortuary service and casualty assistance for Air Force personnel in the Washington area; conducts USAF funerals at Arlington National Cemetery; performs Air Force Regional Civil Engineer functions; provides all support to globally-located Hq USAF Air Staff field extensions; and, furnishes management and administrative support to special activities units deployed worldwide.

HQ COMD administers a vital portion of the Air Force Reserve program. The commander's advisor on Reserve Affairs (U.S. Code, Sec. 265, Title 10 officer) also is director of Reserve Personnel. He is responsible for the supervision and administration of both the command's and Hq USAF Reserve War Augmentation Programs. These programs include all Air Force requirements for joint and international organizations and involve policy, recruiting, records maintenance and all other actions concerning assigned Reservists. The Reservists, *Individual Part 1 Mobilization Assignees*, train with their individual units. Their training is designed to provide a force of qualified personnel for active duty in time of war, national emergency or at such other times as national security may require. Approximately 10,000 officer and enlisted Reservists are in this program. They are assigned to high level command positions and include civic and business leaders, industry executives, professional people and educators. The Bolling Reserve Personnel activity also supports two medical units and two Reserve Air Postal groups with about 500 assigned personnel.

## THE COMMANDER



Major General Rollen H. Anthis

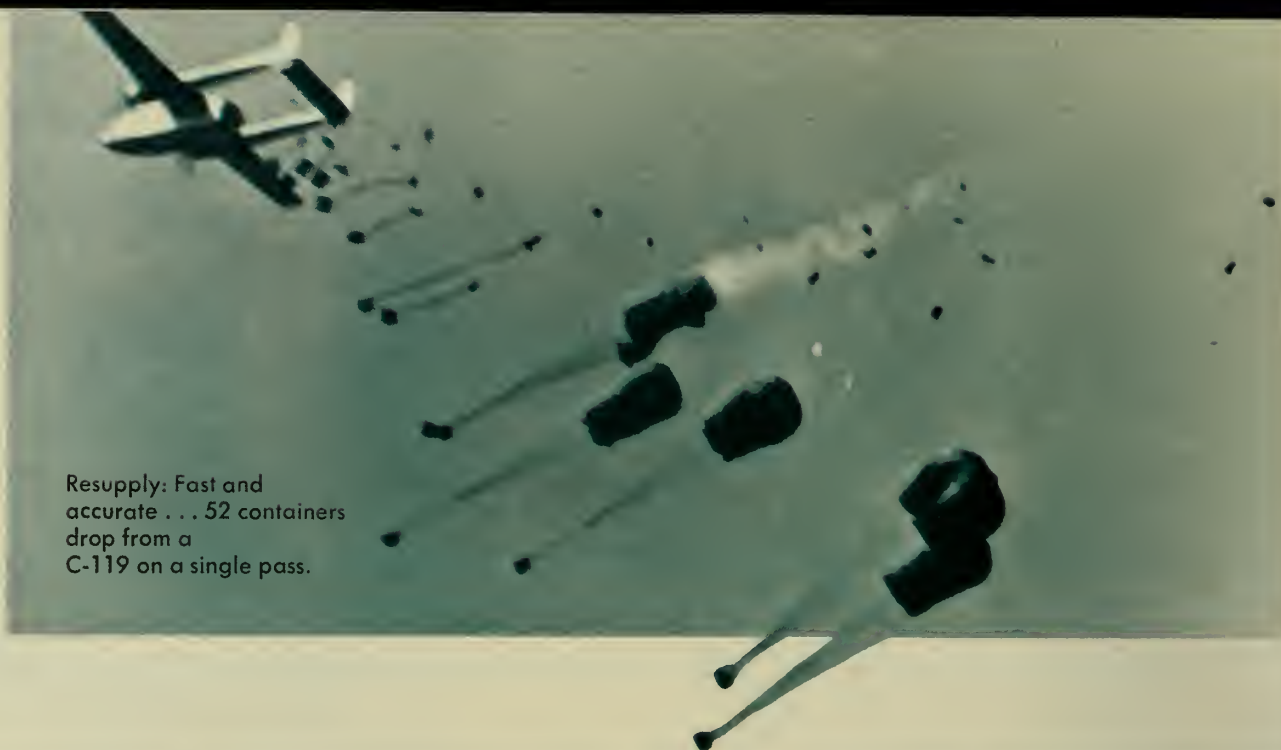
GENERAL Anthis assumed his present post in January 1966 after two years in the Pentagon as special assistant for counterinsurgency and special activities, Hq USAF Central Control Group, office of the Joint Chiefs of Staff.

Prior to that he pioneered USAF efforts in advising and assisting the Vietnamese Air Force in counterinsurgency tactical air operations, earning the title of "Mr. COIN AIR."

The general began his career in 1938 as a cadet at Randolph Field, Texas. His postwar service included duty with an attack group, as a test pilot for the A-20 bomber and as engineering officer of the 80th Bomb Squadron.

In 1942, he became commander of the 14th Ferrying Squadron in California, later commanding bases and units in California, Texas, Morocco and Washington, D.C. He graduated from the Air War College in 1949, remaining as a faculty member until 1952 when he returned to North Africa to command the 1603rd Air Transport Wing. This was followed by duty in Hq USAF. After graduating from the National War College in 1959, he became vice commander, 13th Air Force, in the Philippines. His next duty was in South Vietnam where he commanded the 2nd ADVON, later 2nd Air Division, and was chief, Air Force Section, MAAG, and adviser on counterinsurgency.





Resupply: Fast and accurate . . . 52 containers drop from a C-119 on a single pass.

## increased performance of the C-119

*Air Force Reserve's troop carrier wings play an active role in the assault airlift requirements of the Department of Defense. Not content, they devised and perfected a system of cargo delivery that more than doubles the combat capability of their plane, the C-119.*

**A**N improved version of the *Slingshot* system of cargo delivery. This is what the Air Force and Army were seeking and what the Reservists from the 434th Troop Carrier Wing knew they had. They were invited to demonstrate their method at the U.S. Strike Command's evaluation exercise, *Rapid Strike*, on May 31 and June 1.

One C-119 from the 434th put on an outstanding performance as experts in the tactics of assault airlift watched from the ground. Included were: General Paul D. Adams, commander-in-chief of the unified U.S. Strike Command (STRICOM); his deputy, Lieutenant General Henry Viccelio, slated to become the new CONAC commander; Brigadier General William G. Moore Jr., head of the *Rapid Strike* joint task force; and, representatives of the Army's 82nd Airborne Division, the Air Force's Continental Air Command and Tactical Air Command (TAC). TAC is the gaining command for all Air Force Reserve troop carrier wings and their C-119 equipped groups and squadrons.

*Rapid Strike* was the third and final phase of a series of tests to determine the fastest and most accurate way to deliver paratroopers and combat equipment to a drop zone. The month-long exercise was held in the vicinity of Pope

AFB and Fort Bragg, both North Carolina. The first phase was conducted last February at Sewart AFB, Tennessee, test a variety of aircraft formation patterns and select the one best suited to simulated combat conditions. The second phase dealt with the methods of assembling the paratroopers and their equipment after they landed.

The *Rapid Strike* maneuvers gave the paratroopers the opportunity to combine the techniques of the other phases and to get a look at the increased combat capability of the C-119.

Part of the assault airlift mission is dropping equipment and supplies to military forces on the ground. The quicker the cargo arrives, and the closer it lands to the target, the better it is for the intended users. The Reservists were there to prove that the *Slingshot* system increases the speed and accuracy of cargo drops.

The system originally was developed and tested in 1964 by Air Force Reservists of the 433rd Troop Carrier Wing at Kelly AFB, Texas, commanded by then Colonel Tom Marc Banks Jr., now a brigadier general. For its work on the *Slingshot*, the 443rd became the first Air Force Reserve unit to receive USAF's *Outstanding Unit Award*. The system was



vised by Major George H. Slover, a TAC adviser with the 433rd. The major's idea was to stretch a 3,000-pound-test cable around the cargo that rested on a set of runways containing hundreds of rollers. When the restraining link to the cable was released, the cargo was "shot" out the rear hatch of the C-119.

Up to six Army A-22 containers could be propelled simultaneously from the plane in only four-and-one-half seconds. This was a vast improvement over the conventional gravity system which depended on the parachute to pull the cargo out. In addition, it put the entire drop function in the hands of one man, usually the navigator, and eliminated the delays which were normal when more than one person was involved.

Accuracy was increased by three to four hundred per cent. During initial tests by the 433rd, the average distance from the target was 50 to 100 yards. This is considerably less than the previous average of two to three hundred yards.

Tactical Air Command conducted extensive tests of the system late in 1964 and pronounced it worthy of acceptance throughout the Air Force Reserve's C-119 units. This led to the improvements by the 434th and the *Rapid Strike* demonstration by the lone *Boxcar* from Bakalar.

While training in the new technique, the Bakalar Reservists conceived the idea of increasing the size of the ejection sling bar to accommodate a larger load and using two rows of cargo and two sets of runways rather than one. Local testing was conducted with three different size containers or pallets holding supplies such as ammunition, food, medicine or vehicles.

According to Brigadier General John W. Hoff, commander of the 434th, "the modified *Slingshot* enables one C-119 to resupply an entire company of soldiers. As many as 52 containers can be ejected from the plane on a single pass over the drop zone."

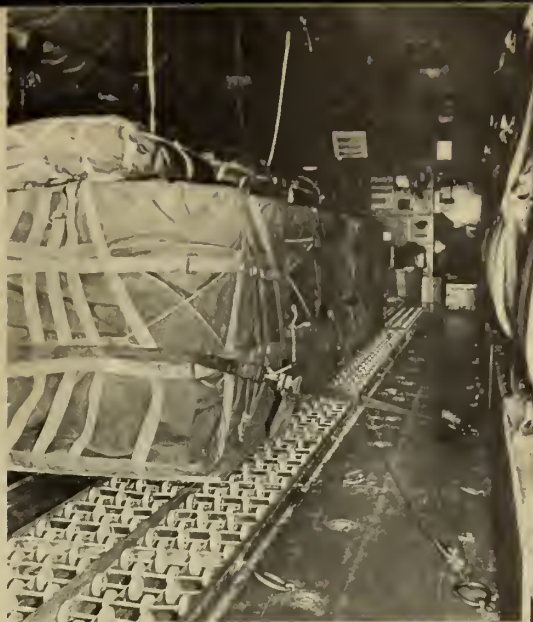
Speed and accuracy are retained even though the amount of cargo is increased. All 52 containers are catapulted from the plane in less than five seconds and land in an area that is one-third smaller than that required by the gravity system.

When satisfied with the performance capability of his crews and the technique, General Hoff presented briefings to General Adams; General Gabriel P. Disosway, commander of TAC; Major General Curtis R. Low, assistant chief of staff for Reserve Forces; and, Major General J. S. Tolton, acting commander, Continental Air Command. The result was an invitation to demonstrate the modification to the experts at the *Rapid Strike* exercise.

The first demonstration at Pope took place on May 31. Fifty-two Army A-21 containers weighing a total of 17,500 pounds were dropped from an altitude of 400 feet. The accuracy was spectacular, only 20 yards off target. The next day the Reservists dropped 16 of the larger A-22 containers from 500 feet. The total weight was about 20,000 pounds.

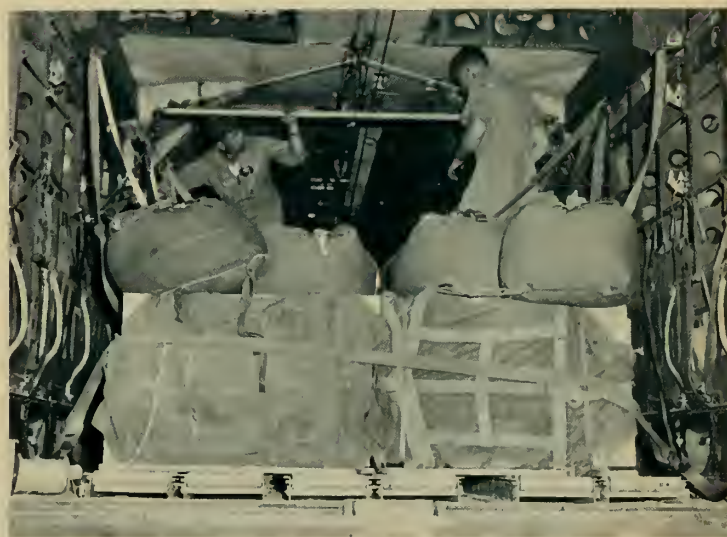
Although the drops were very successful, and the observers were extremely impressed with the accuracy, speed, and large amount of cargo that could be ejected, the Air Force wants more positive evidence of the system's effectiveness. As a result, the 434th now is conducting a TAC-sponsored, 60-day test program at Bakalar which will involve about 100 flights and more than 2,000 parachute openings.

The program will be more than a test of the improved *Slingshot*. It will give the 434th an opportunity to prove the C-119 still is a versatile and reliable combat transport which, in the hands of trained Reserve aircrews, can render valuable support to the active establishment.



*1964 Slingshot: Invented by the 433rd TCWg., Kelly AFB . . . one row of six A-22 packages were ejected simultaneously.*

*1966 Slingshot: Modified by the 434th TCWg., Bakalar AFB . . . a Reservist holds the enlarged sling bar as 14 A-22 containers—stowed in 2 rows—are readied for ejection on one pass over DZ.*



*"... we are following the cues of our Chief 'getting the absolute maximum value out of our resources.' I sincerely believe the C-119G to be a very capable assault transport aircraft, and that the lower drop altitude and the positive power delivery system give both the Air Force and the Army the drop accuracy and concentration on the DZ [drop zone] we have been searching for—for years."*

**Brig. Gen. John W. Hoff**



# Help Wanted

**LEGEND:** Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies and the grades indicate the highest grade position available. For information on listed positions, write directly to the unit using address given.

| KEY | UNIT   |
|-----|--|
| 1.  | 469th Medical Service Flt., Craig AFB, Alabama, 36703                    |
| 2.  | 162nd Fighter Gp., P.O. Box 11037, Tucson, Arizona, 85706                |
| 3.  | 2nd Air Postal Gp., 2155 Webster St., Alameda, California, 94505         |
| 4.  | 8th Air Postal Flt., 2155 Webster St., Alameda, California, 94505        |
| 5.  | 417th Medical Service Flt., Castle AFB, California, 95342                |
| 6.  | 144th Fighter Gp., Fresno ANG Base, California, 93727                    |
| 7.  | 416th Medical Service Flt., Hamilton AFB, California 94935               |
| 8.  | 31st AeroMed. Evac. Sq., Mather AFB, California, 95655                   |
| 9.  | 42nd Medical Service Sq., Norton AFB, California, 92409                  |
| 10. | 440th Medical Service Flt., Oxnard AFB, California, 93033                |
| 11. | 25th Medical Service Sq., Travis AFB, California, 94535                  |
| 12. | 44th Medical Service Sq., Travis AFB, California, 94535                  |
| 13. | 413th Medical Service Flt., USAF Academy, Colorado, 80840                |
| 14. | 459th Medical Service Flt., Dover AFB, Delaware, 19901                   |
| 15. | 301st Aerospace Rescue & Recovery Sq., Homestead AFB, Florida, 33030     |
| 16. | 420th Medical Service Flt., Orlando AFB, Florida, 32813                  |
| 17. | 453rd Medical Service Flt., Patrick AFB, Florida, 32925                  |
| 18. | 458th Medical Service Flt., Patrick AFB, Florida, 32925                  |
| 19. | 26th Medical Service Sq., Chanute AFB, Illinois, 61868                   |
| 20. | 481st Medical Service Flt., Chanute AFB, Illinois, 61868                 |
| 21. | 640th USAF Hospital, Chicago-O'Hare IAP, Illinois, 60666                 |
| 22. | 426th Medical Service Flt., Scott AFB, Illinois, 62226                   |
| 23. | 512th Medical Service Flt., Forbes AFB, Kansas, 66620                    |
| 24. | 38th Medical Service Sq., Barksdale AFB, Louisiana, 71110                |
| 25. | 425th Medical Service Flt., Barksdale AFB, Louisiana, 71110              |
| 26. | 466th Medical Service Flt., England AFB, Louisiana, 71304                |
| 27. | 909th Troop Carrier Gp., Andrews AFB, Maryland, 20331                    |
| 28. | 403rd Med. Service Flt., 2101 W. Rogers Ave., Baltimore, Maryland, 21209 |
| 29. | 401st Medical Service Flt., L. G. Hanscom Fld., Massachusetts, 01731     |
| 30. | 4th AeroMed. Evac. Gp., Selfridge AFB, Michigan, 48046                   |
| 31. | 436th Medical Service Flt., Selfridge AFB, Michigan, 48046               |
| 32. | 493rd Medical Service Flt., Columbus AFB, Mississippi, 39701             |
| 33. | 36th AeroMed. Evac. Sq., Richards-Gebaur AFB, Missouri, 64031            |
| 34. | 152nd Tactical Reconnaissance Gp., May ANG Base, Reno, Nevada, 89504     |
| 35. | 487th Medical Service Flt., Pease AFB, New Hampshire, 03803              |
| 36. | Det. 13, 2223rd Instructor Sq., McGuire AFB, New Jersey, 08641           |
| 37. | 88th Air Terminal Sq., McGuire AFB, New Jersey, 08641                    |
| 38. | 454th Medical Service Flt., Kirtland AFB, New Mexico, 87117              |
| 39. | 34th Medical Service Flt., USNAS, Brooklyn, New York, 11234              |
| 40. | 444th Medical Service Flt., Griffiss AFB, New York, 13442                |
| 41. | 428th Medical Service Flt., Hancock Fld., New York, 13225                |
| 42. | 421st Medical Service Flt., Niagara Falls MAP, New York, 14306           |
| 43. | 460th Medical Service Flt., Pope AFB, North Carolina, 28208              |
| 44. | 504th Medical Service Flt., Grand Forks AFB, North Dakota, 58203         |
| 45. | 302nd Troop Carrier Wg., Clinton County AFB, Ohio, 45177                 |
| 46. | 522nd Medical Service Flt., Lockbourne AFB, Ohio, 43217                  |
| 47. | 503rd Medical Service Flt., Lockbourne AFB, Ohio, 43217                  |
| 48. | 23rd Medical Service Sq., Wright-Patterson AFB, Ohio, 45433              |
| 49. | 494th Medical Service Flt., Altus AFB, Oklahoma, 73521                   |
| 50. | 479th Medical Service Flt., Vance AFB, Oklahoma, 73703                   |
| 51. | 40th AeroMed. Evac. Sq., Portland IAP, Oregon, 97218                     |
| 52. | 461st Medical Service Flt., Myrtle Beach AFB, South Carolina, 29577      |
| 53. | 463rd Medical Service Flt., Shaw AFB, South Carolina, 29152              |
| 54. | 462nd Medical Service Flt., Sewart AFB, Tennessee, 37168                 |
| 55. | 20th Medical Service Sq., Carswell AFB, Texas, 76127                     |
| 56. | 410th Medical Service Flt., Carswell AFB, Texas, 76127                   |
| 57. | 499th Medical Service Flt., Carswell AFB, Texas, 76127                   |
| 58. | 516th Troop Carrier Wg., Dyess AFB, Texas, 79607                         |
| 59. | 427th Medical Service Flt., Dyess AFB, Texas, 79607                      |
| 60. | 422nd Medical Service Flt., Ellington AFB, Texas, 77030                  |
| 61. | 473rd Medical Service Flt., Goodfellow AFB, Texas, 76904                 |
| 62. | 34th AeroMed. Evac. Sq., Kelly AFB, Texas, 78241                         |
| 63. | 480th Medical Service Flt., Webb AFB, Texas, 79721                       |
| 64. | 27th Medical Service Sq., Langley AFB, Virginia, 23365                   |

**Officer**  
**Civil Engineering:** (Capt.) 12.  
**Dental:** (Maj.) 5, 17, 18, 38, 50.  
**Medical:** (Col.) 19, 23. (Maj.) 1, 5, 12, 14, 16-18, 21, 32, 35, 38, 40-42, 47, 49, 50, 52, 55, 56, 64. (Capt.) 8, 29, 46, 51, 53, 54, 62. (Lt.) 9, 60.  
**Navigator:** (Lt.) 15, 36.  
**Nurse:** (Lt. Col.) 19. (Maj.) 21, 24, 55, 60, 63. (Capt.) 1, 5, 7, 8, 12-14, 17, 18, 20, 22, 23, 25, 26, 28, 31-33, 35, 40, 46, 47, 51, 53, 54, 56, 57, 61, 62, 64. (Lt.) 11, 39, 41.  
**Pilot:** (Maj.) 6.  
**Veterinary:** (Lt. Col.) 21. (Maj.) 14, 18, 22, 25, 38, 39, 42, 50, 59.

**Airmen**  
**Administrative:** (SSgt.) 3, 4, 30, 51.  
**Aircrew Protection:** (SSgt.) 15.  
**Communications Ops.** (A1C) 15.  
**Dental:** (SSgt.) 25, 26, 56. (A1C) 13, 17, 18, 31, 38, 47.  
**Food Service:** (SMSgt.) 19. (MSgt.) 21. (SSgt.) 11, 39. (A2C) 12, 48.  
**Medical:** (SMSgt.) 19, 30, 51, 60. (MSgt.) 1, 7, 12, 21-23, 25, 33, 38, 41, 43, 48, 52, 55, 56, 59, 63. (TSgt.) 8-11, 13, 14, 20, 24, 26, 28, 29, 31, 39, 40, 44, 47, 50, 53, 54, 57, 61, 64. (SSgt.) 5, 16, 32, 42, 49, 62.  
**Personnel:** (TSgt.) 3. (SSgt.) 51.  
**Supply:** (A2C) 51.

**AFRes Technician**  
**(A/C Instrument & Control Systems Mechanic, W-10)** 27. \$3.08 hr. TSgt./32570.  
**(A/C Instrument & Control Systems Mech. Leader, L-10)** 27. \$3.38 hr. TSgt./42270.  
**(A/C Mechanic, W-10)** 27. \$3.08 hr. SSgt. and A1C/43151A.  
**(A/C Overhaul Inspector, W-11)** 27. \$3.19 hr. TSgt./43171A.  
**(A/C Painter-Airframe Fabric Worker, WX-9)** 27. \$3.16 hr.  
**(A/C Painter-Parachute Repairer & Packer Leader, L-9)** 27. \$3.48 hr.  
**(A/C Piston Engine Mech., W-10)** 27. \$3.08 hr. SSgt./43251; 45. \$3.29 hr.  
**(A/C Sheet Metal Worker, W-10)** 27. \$3.08 hr. A1C/53450.  
**(A/C Sheet Metal Worker-A/C Integral Tank Sealer, WX-10)** 27. Wage Board, SSgt./42450.

**(A/C Systems Electrician, W-10)** 27. \$3.08 hr. A1C/42350.  
**(A/C Systems Elect. Leader, L-10)** 45. \$3.62 hr.  
**(Clerk, GS-5)** 27. \$5,181 yr. SSgt./43430; 45. (GS-5) with aircraft maintenance analysis experience.  
**(Flight Engineer, Instructor, WI-13)** 27. \$3.41 hr. SMSgt./A43590.  
**(Flight Line Mechanic, W-10)** 27. \$3.08 hr. TSgt. and SSgt./43171A/43151A.  
**(Military Personnel Clerk, GS-5)** 27. \$5,181 yr. SSgt./73250; 45.  
**(Operations Flight Clerk, Typist, GS-5)** 45. \$5,181 yr.  
**(Panel Engineer, W-12)** 27. \$3.30 hr. TSgt./A43570.  
**(Personnel Staffing Specialist, Recruitment, GS-7)** 45.  
**(Pilot, GS-12)** 27. \$10,619 yr. Capt./1045E.  
**(Radio & Radio Repairer, W-11)** 27. \$3.19 hr. SSgt./30150; 45. (W-11) \$3.42 hr.

**ANG Technician**  
**(A/C Electrical Navigational Maintenance Tech., NGW-11)** 2. \$6,468.80 yr.  
**(Doppler Tech., NGW-11)** 34. \$6,282 to \$6,947 yr. Permanent position, state retirement and group insurance. AFSC 30154/30174 required.  
**(Flight Control Systems Tech.)** ( ) \$6,739 to \$7,446 yr. AFSC 32550A. Must be eligible for ANG enlistment; (NGW-11) 2. \$6,468.80 yr.  
**(Flight Simulator Tech., NGW-11)** 2. \$6,468.80 yr.  
**(Missile Guidance Tech., NGW-11)** 2. \$6,468.80 yr.  
**(Weapons Control System Tech. NGW-11)** 2. \$6,468.80 yr.

**MOARS PART 1**  
**Mobilization Assignee (Part 1)** positions (officer/airman) exist throughout the Air Force. For example, N-58 (Tactical Air Command's 516th Troop Carrier Wg.) has a number of vacancies in the following field: **A/C Accessory Maintenance; A/Maintenance; Communication Electronics; Systems; Fabric, Leather and Rubber; and Metalworking.** Applicants should complete AF Form 1288 and 1051 in duplicate and forward to the command.

## NEWS from page 6

... New York's 102nd Military Airlift Squadron (Military Airlift Command's *Flight Safety Award*). See *Reserve Camera* ... The 514th Troop Carrier Wing, McGuire AFB, New Jersey (honored by the Burlington County Board of Chosen Freeholders), for outstanding service to the nation.

## Retirements ...

Brigadier General Asa W. Candler, deputy commander, Third Air Force Reserve Region, Dobbins AFB, Georgia, May 31 ... General Dean C. Strother, commander, North American Air Defense Command; General Jacob E.

Smart, deputy commander-in-chief, United States European Command; and General Robert M. Lee, air deputy to the Supreme Allied Commander, Europe, all on July 31 ... General Bernard A. Schriever, commander Air Force Systems Command, August 31.

## Air Force loss ...

General William H. Blanchard, 50, vice chief of staff, USAF, died of a heart attack while attending a Pentagon conference on May 31. He was buried at the Air Force Academy in Colorado ... Lieutenant General Cecil H. Childre, 54, commander of Continental Air Command since last August, died

at Andrews AFB Hospital, Maryland on May 28, after a lengthy illness. He was buried in Arlington National Cemetery.

## New post ...

Staff responsibility for managing manpower, personnel and Reserve Force resources in the Air Force has been upgraded from special assistant to deputy under secretary level. Dr. Eugene J. Ferraro became the first deputy under secretary of the Air Force for Manpower when he took over the new job on June 6. He will be responsible for initiating and directing research programs in manpower utilization, training and education.



# Air Force Decorations and Awards



What are they?

• Why are they given?

• Who is eligible?

This and other pertinent information is contained in Air Force Manual 900-3, published in March. It applies to all Air Force units, including the Air Force Reserve and Air National Guard.

Twelve decorations and more than 20 service awards have been established. They range from the *Medal of Honor*, our nation's highest decoration for bravery, to the *Good Conduct Medal*.

Decorations are: *Medal of Honor*, *Air Force Cross*, *Distinguished Service Medal*, *Silver Star*, *Legion of Merit*, *Distinguished Flying Cross*, *Airman's Medal*, *Bronze Star Medal*, *Combat Readiness Medal*, *Air Force Commendation Medal*, and *Purple Heart*.

Service award medals are: *Air Force Good Conduct*, *Good Conduct*, *American Defense*, *Women's Army Corps*, *American Campaign*, *Asiatic-Pacific Campaign*, *European-African-Middle East Campaign*, *World War II Victory* and *Army of Occupation*. Also: *Medal for Humane Action*, *National Defense*, *Korean*, *Antarctica*, *Armed Forces Expeditionary*, *Vietnam Service*, and *Armed Forces Reserve*.

Service award ribbons are: *Air Force Longevity Service Award*, *Air Reserve Forces Meritorious Service*, *USAF NCO Academy Graduate*, *Small Arms Expert Marksmanship*, *Philippine Defense*, *Liberation*, and *Independence*.

There is no limitation as to the number of decorations an individual may receive but only one decoration can be given for the same act or period of service.

Members of the Reserve components, while training or while in inactive status, may be considered for all military decorations provided the act was in furtherance of an Air Force mission.

Two awards established solely for Reservists are the *Armed Forces Reserve Medal* and the *Air Reserve Forces Meritorious Service Ribbon*.

The *Armed Forces Reserve Medal* is awarded to members

who have completed 10 years of honorable service within a period of 12 consecutive years.

Each year of active or inactive honorable service as a member of any U.S. reserve component before July 1, 1949 counts toward the medal. For service performed after that date, members must accumulate a minimum of 50 retirement points during each anniversary year. Exceptions to these requirements are defined in the manual.

The *Air Reserve Forces Meritorious Service Ribbon* is given for exemplary behavior, efficiency and fidelity while serving in an enlisted status. The ribbon is awarded only upon the specific recommendation of a individual's unit commander. It requires four years of continuous service beginning with the date of assignment to a training category. There is no medal authorized for this award.

The *Small Arms Expert Marksmanship Ribbon* can be awarded to Air Reserve Forces personnel who qualify in the weapons specified in AFR 50-8. This ribbon is awarded only once and may be retained permanently.

Air Reserve Forces members also are eligible to receive the *Vietnam Service Medal* if they served in Vietnam on or after July 4, 1965. Reserve aircrew members receive the medal if they participate in one or more flights to Vietnam in direct support of military operations.

The *Armed Forces Expeditionary Medal* was established for active duty and Air Reserve Forces personnel who participated in any one of these operations: Berlin, Lebanon, Quemoy and Matsu Islands, Taiwan Straits, Cuba, Congo, Dominican Republic, Laos and Vietnam.

The manual indicates where requests for awards and decorations should be sent. Air Force Reserve and Air National Guard personnel, not on active duty, can send requests to the custodian of their unit's personnel records.

## the air reservist

Vol. XVIII—No. 6

July 1966

AIR NATIONAL GUARD  
AIR FORCE RESERVE CIVIL AIR PATROL

General John P. McConnell

Chief of Staff, United States Air Force

Maj. Gen. Curtis R. Low

Ass't Chief of Staff Reserve Forces, USAF

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The material contained in The Air Reservist is listed in the Air University Periodical Index.

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R... Operating within sight of the Capitol dome and the Pentagon, are aircraft of HQ COMD's 1001st Helicopter Sq. at Bolling. They perform an important airlift role for top military and Government officials in the command's diverse, worldwide mission which ranges from flying operations to administrative and logistic support.



a/ Reservist, Brig. Gen. A. B. Andrews (r), head of USAF team, and Lt. Col. D. A. Lundholm (c), brief Lt. Gen. L. L. Mundell, AFLC vice comdr., during "LOGEX '66" at Ft. Lee, Va. Exercise tested airlift support of Army forces.

## reserve camera



b/ The 459th TCWg., Andrews AFB, Md., helped honor Civil War dead on Memorial Day by dropping flowers at the Antietam Battlefield. (l-r) SSgt. Dennis Collins; Col. Gale Lyon; AIC Theodore Richardson, and SSgt. William Hart.

c/ The Air Force's "Special Citation for Outstanding Support of the Air Reserve Forces," was presented to Marathon Oil Co., Findlay, Ohio. Maj. Gen. Winston P. Wilson, chief, NGB, (l) made the award to J. C. Donnell II, company president.

d/ The Air Guard's 102nd MASq., Brooklyn, N. Y., earned MAC's safety award by flying C-97s over 4,300 hours in 1965. (l-r) Col. Joseph Wilson; Lt. Col. Maurice McDonald, comdr., 102nd, and Brig. Gen. Raymond George, comdr., 106th MAWg.



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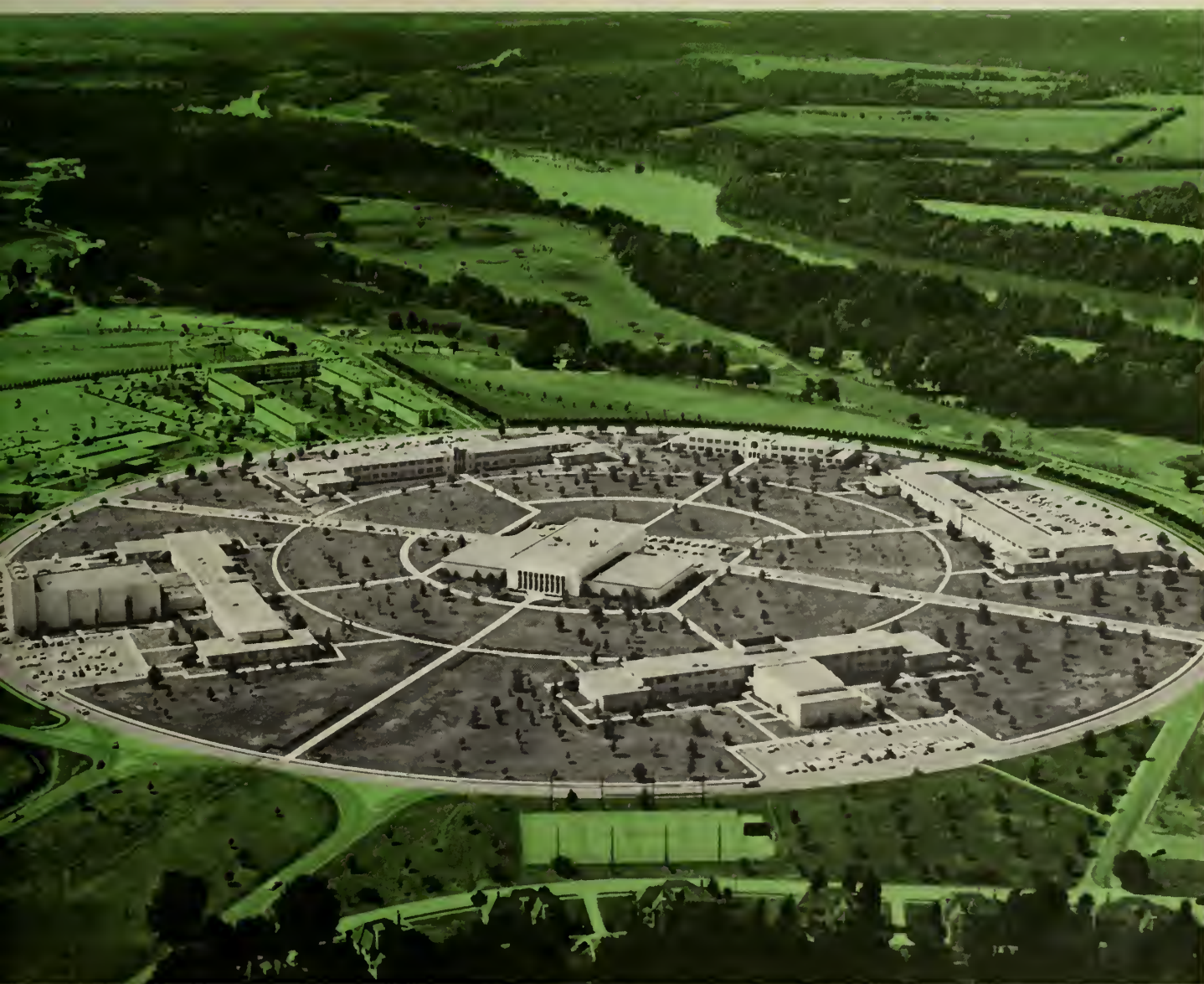
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# *the air reservist*

AUG.-SEPT. 1966



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**General  
John P.  
McConnell**

*[Excerpts from the Air Force Chief of Staff's address  
at the recent Reserve Officers Association Convention.]*

## “...the level of readiness of our Reserve units has risen steadily.”

EFFECTIVE pursuit of national objectives requires, most of all, public support. But, in a democracy such as ours, public support is contingent upon a well-informed and understanding citizenry. Needless to say, the military Reserve element in our citizenry should be among the best informed, and we are grateful to your Association [ROA] for providing both the form and facilities for furthering that objective. I am sure you will agree that all of us must strive to eliminate ignorance and misunderstandings which might alienate the relationship between the active and Reserve components.

We must remember that the formulation of military requirements begins with the threat to our national security and interests over which we have little if any control. As the nature and scope of the threat change, national policy and strategy must change accordingly. This, in turn, produces changes in military requirements which have a direct bearing on the Reserve components, because military requirements determine force structures.

All this means that our Reserve policies cannot provide guarantees of stability for the Reserve forces. Those of us in the regular establishment who are charged with supporting the Reserve Forces fully realize that changes in the mission and organizational structure of Reserve units may work severe hardships on Reserve personnel. We are aware that, in the best interests of all concerned, the most desirable arrangement would be a firm, explicit, long-term contract. But we are simply not in the position to write such a contract.

In the face of all these uncertainties and variables we must ask ourselves, what are the appropriate roles for Reserve forces in the various types of conflict in which we may become engaged? Obviously, we cannot write hard and fast rules, but I think that there are some basic principles that apply to this question, principles that have evolved from our experience over the past 20 years.

In regard to the preservation of our strategic deterrent, we have learned that this mission is best performed by fulltime, active forces which can be subjected to extensive training exercises and periodic overseas deployment. However, the Strategic Air Command, which represents the major component of our strategic deterrent, is receiving valuable help from its Reserve assignees.

The job specialties of these Reservists range across the full span of staff assignments, including such offices as Intelligence and the Judge Advocate General. Hospitals on SAC bases also are augmented by Reserve medical service units, and many of the physicians and technicians in these units serve during weekends.

A highly significant contribution to our deterrent is made by the Air National Guard. At present, 52 per cent of all Air Defense intercept missions are being flown by aircraft of that organization. Their crews stand runway alert, twenty-four hours a day, seven days a week.

I am by no means convinced that we have exhausted the possibilities for using Reserve units and personnel in strengthening our strategic deterrent. But despite their present and potential contributions in this respect I have little doubt that the greatest value of the Reserve forces lies in the subnuclear range of conflict intensity.

Korea and Vietnam have taught us that, in order to deter and if necessary fight local wars, we must have in being rather sizable active forces, versatile and well equipped with advanced conventional weapons. These forces must be supported by an airlift of such proportion that it can transport large contingents rapidly over great distances and carry out the major share of the task of maintaining and supplying them. Finally, we must have Reserve forces manned, trained, equipped and ready, when necessary, to augment the regular force with a minimum of delay.

The question arises, at what level of conflict and under what circumstances would it become necessary to call the Reserve forces to active duty? Clearly, this question must be decided from case to case, and it must be decided by the President himself after weighing many factors in addition to military considerations. Our experience in Vietnam so far has shown that our Air Reserve Forces can best serve the nation in a conflict of this type by remaining in an inactive status but performing genuine “active duty” functions as part of their training programs. The important point here is that, pending the decision to bring them to active duty, the Reserve Forces must fill the gap left by those regular forces which have been assigned to combat.

Over and above their strengthening of the strategic reserve, the Air Reserve Forces have been of invaluable assistance to the active Air Force since expansion of U. S. military activities in Southeast Asia. I would like to cite a few examples of the work accomplished by units of the Air Reserve Forces. These examples will illustrate that Reserve training programs can be highly productive and can make significant contributions to the war effort.

An outstanding example of such a contribution was the accomplishment of Air Force Reserve C-119 squadron affiliated with the Tactical Air Command. Their aircraft dropped over 100,000 Army paratroops during the period July 1965 through March 1966. This service by Reserve units meant that the elements of TAC's assault airlift force, which are normally responsible for such missions were available for support of the war in Vietnam.

But the training activity which has consistently contributed the most to the active force has been that of cargo airlift by aircraft of the Air Reserve and Air National Guard. During the first five months of this year, they carried nearly 14,000 tons of cargo to bases throughout the



world. The figure represents almost eight per cent of all cargo transported by the Military Airlift Command.

Other examples of productive training activities by Air Reserve Forces units are: the installation and maintenance in the United States of radio and telephone communications equipment; the flying of a large portion of continental and near offshore aeromedical evacuation missions; assistance to over-burdened personnel at Military Airlift Command's east and west coast air terminals and the significant airlift contribution to MAC's global commitments.

I should emphasize that these and many other similar contributions would not have been possible if the Reserve units involved had not been in a genuine state of readiness. For a number of years now the Air Force has been inspecting and rating its Reserve units in exactly the same way as the regular organizations. The level of readiness of our Reserve units has risen steadily, until now almost 65 per cent of our Reserve flying units are rated C-1 or C-2 which, respectively, signifies fully combat-ready or ready with minor exceptions.

As I indicated earlier, there are some things Reserve units and personnel can do themselves to add to the security and stability of their own programs. Basically, this problem boils down to the need for the Reservists themselves to raise the levels of their own proficiency and that of the units to which they belong. It stands to reason that the Department of Defense will always rely more upon the most capable and most productive individuals of the Reserve Forces.

Another consideration is the spirit and initiative of a unit. Several months ago, the Department of Defense announced the projected inactivation of eight Air Force Reserve troop carrier units. At that time, three of these units were rated C-1 and five were rated C-2. Today, all but one of these units are rated C-1.

Nor is this the whole story. Some months ago, one of

these C-119 units began experimenting with a means for the rapid parachuting of cargo. The system featured rails on the floor of the aircraft and an overhead monorail and winch for slinging the payloads out the back doors. A second unit improved this idea further and developed it into an even more useful system. Today, this new "sling-shot" method can whip out loads of cargo weighing better than 20,000 pounds and in less time than it has taken me to tell you about it.

I should mention that the inactivation notice for these eight C-119 units has not yet been executed.

I want to reiterate my conviction that Reserve components will remain an essential and indispensable element of U.S. military power. I see nothing that points to a phasing down of the importance of the Reserve Forces. It is a mistake to equate every organizational adjustment in the Reserve program with a downgrading of that program.

Today, the United States is involved in a war which may be local in scope but is global in its implications. I said earlier that our ultimate objective must be to deter aggression of any scope and at any level. There is little hope that world communist leaders will decide, as a result of our effective military intervention in Vietnam, that force can no longer be useful to them in expanding their sphere of influence. But the determination and military capability which this nation has shown and is still showing in fighting communist aggression in Southeast Asia will doubtless bring us closer to our goal of total deterrence.

Still, as long as communist leaders insist on the forceful overthrow of free and peaceful governments, United States military power will have to remain strong to protect and defend our national interests and to share in the defense of the Free World. Basic to our military strength will be the Reserve Forces, ready and capable to fight, as need be, along with their comrades in the active forces.



Gen. Holloway

General Bruce K. Holloway became vice chief of staff USAF, on August 1, succeeding the late General William H. Blanchard.

General Holloway is a graduate of the U. S. Military Academy (1937), the Air Command and Staff School, and the National War College. He was a member of the *Flying Tigers* during World War II, and later held important command posts with the Air Defense Command, Continental Air Com-

mand, Tactical Air Command, and the U. S. Strike Command. Before becoming vice chief of staff, the general was commander-in-chief of the United States Air Forces in Europe. He was succeeded at USAFE by General Maurice A. Preston.

Major General Curtis R. Low, assistant chief of staff for Reserve Forces since February 1963, retired August 1. Major General Richard S. Abbey will take over the position on November 1, following his return from Vietnam. In the interim, the responsibilities of the office have been assigned to Major General John H. Bell. He has been director of Personnel Training and

Maj. Gen. Abbey



Maj. Gen. Bell

Education since June 1965 and will become director of Personnel Planning, Hq USAF, with the departure of Major General Thomas E. Moore later this year.

General Abbey is a 1940 graduate of the U. S. Military Academy. The general's career includes broad experience in the combat, command and diplomatic fields. At present, he is the deputy chief of staff for the U. S. Military Command, Vietnam.



# combat leave “... this activity once again points up the value to this nation of an active, ready Reserve Force.”

**T**HOUSANDS of military travelers were stranded and many more faced the gloomy prospect of cutting their leaves short in order to reach destinations on time. It was an emergency. *Operation Combat Leave* was put into action. The Air Reserve Forces responded immediately.

On July 10, shortly after the machinists' strike began against five major U. S. airlines, President Lyndon B. Johnson ordered the use of military aircraft to relieve the plight of servicemen on leave who were en route to or returning from duty in Southeast Asia. Within hours of the Presidential order, transport planes of the Air Reserve Forces were airborne.

The emergency operation was a joint effort by every airlift and support unit of the Air Force Reserve and Air National Guard, and the Military Airlift Command (MAC), with aircraft from other major commands and services assisting when their routes and cargo permitted.

The Continental Air Command (CAC) was given the job of coordinating the mammoth operation. One of the first steps was to set up five trunk lines connecting major air terminals on the Atlantic and Pacific coasts, and 14 feeder lines intersecting the cross-country routes at 11 military air bases. The routes were: McChord AFB, Washington, to McGuire AFB, New Jersey, via Ellsworth AFB, South Dakota, and Selfridge AFB, Michigan; Travis AFB, California, to McGuire, via Lowry AFB, Colorado, Richards-Gebaur AFB, Missouri, and Wright-Patterson AFB, Ohio; Travis to Langley AFB, Virginia, via Tinker AFB, Oklahoma, and Sewart AFB, Tennessee; Travis to Charleston AFB, South Carolina, via Kelly AFB, Texas, and Maxwell AFB, Alabama; and, Travis to Hunter AFB, Georgia, via Biggs AFB, Texas, Kelly AFB, and the New Orleans Naval Air Station, Louisiana.

The Air Force Reserve's C-124s and the Air National Guard's C-97s and C-121s made the long transcontinental trips on a scheduled basis, flying as many as 16 missions each day. The smaller C-119s of the Air Force Reserve shuttled passengers to the trunk line stops from about 29 pick up points throughout the country.

Servicemen returning from or heading for the combat zones in Southeast Asia and those on emergency leave were given priority. Other military travelers were carried on a space available basis. By August 22, more than 111,000 servicemen had been airlifted; approximately 61 per cent by the Air Reserve Forces. The Reservists participated in 736 long-range missions. The Air National Guard was responsible for 409 flights using their C-97s and C-121s. The Air Force Reserve flew 327 via C-124s and made 626 shuttle flights in C-119s to the trunk line stops. In addition, ground support personnel provided the many services required to make the airlift a success.

On July 13, Senator John G. Tower (Texas) informed Congress of the operation and the professional support being furnished by members of the Air Reserve Forces. The senator concluded his remarks by saying, "I believe this activity once again points up the value to this Nation of an active, ready Reserve force. They can and do meet tasks assigned them."

Another significant factor is the outstanding cooperation from the leaders of business and industry. By granting Reservists additional time-off from their civilian occupations, these employers made a silent—but vital—contribution to the success of operation *Combat Leave*.



Scenes such as these took place at Air Force bases across the nation as Air National Guardsmen and Air Force Reservists responded to the requirements of the Military Airlift Command:

a) At Dobbins AFB, Ga., a C-124 pilot and co-pilot of the 445th Military Airlift Wg. file a flight plan before takeoff on a "Combat Leave" mission to McGuire AFB, N.J. b) Medical specialists at McGuire carry a litter patient aboard an ANG C-121 bound for the West Coast. Emergency cases and military personnel going to or coming from the combat zones in Vietnam were given priority throughout the operation. c) Servicemen heading west debark at Travis AFB, Calif., after a flight from McGuire in a C-97 of ANG's 116th Military Airlift Wg.







**b** Dobbins AFB. **d)** At Travis AFB, passengers bound for the East Coast board a C-124 of the Air Force Reserve's 922nd Military Airlift Gp., Kelly AFB, Texas. The Reservists were returning from a training flight to Hawaii when they joined the "Combat Leave" mission. **e)** Stranded at the Atlanta Municipal Airport, this group was flown directly to Travis from Dobbins AFB in a 116th Military Airlift Wg. C-97. From Travis, the Air Guardsmen went to Thailand on one of its regularly scheduled special airlift missions for MAC. **f)** Air Force Reserve C-119s made the north-south shuttle flights which connected with the five cross-country trunk lines. At Ellington AFB, Texas, passengers prepare for a 446th Troop Carrier Wg. flight.





## in the news...

The abbreviation for Continental Air Command changed from CONAC to CAC, effective August 1.

The following bills of interest to members of the Air Reserve Forces are in the process of coordination or are awaiting action by the 89th Congress.

H. R. 16435: provides many revisions to military reserve forces management and programs and consolidates other bills affecting the Reserve Forces. It is more commonly known as the "Bill of Rights" for Reserve Forces.

H. R. 2450: authorization to retire in highest grade held in any service. *Status: Passed by the House July 18 and awaiting Senate action.*

H. R. 5256: provides enlisted personnel with credit for Reserve time on the same basis as officers since June 1958. *Status: Passed by the House on June 28. Awaits Senate action.*

H. R. 5297: provides Title III retirees with a certificate of retirement eligibility and makes retired pay irrevocable. *Status: Passed by the House July 18. Awaits Senate action.*

H. R. 9916: appointments to service academies for sons of veterans who died for service-connected causes; allows appointments for sons of career Reservists along with sons of Regulars. *Status: Passed by the House July 18. Awaits Senate action.*

H. R. 10459: provides the same hospital and medical care, pay and allowances, burials, and other benefits for members of the Air Reserve Forces who are injured in connection with inactive training or active duty training for 30 days or less. *Status: In Department of Defense coordination.*

H. R. 10461: provides travel, including commuted mileage incidental to medical or surgical care, hospitalization or rehospitalization for Air Reserve Forces members. *Status: In Department of Defense coordination.*

H. R. 10462: provides special pay (reenlistment bonus) to members of a Reserve component who enlist or reenlist in the Ready Reserve for at least three years. *Status: In Department of Defense coordination.*

H. R. 10464: provides Medicare for dependents of Reservists who die while in training status for 30 days or less. *Status: In Department of Defense coordination.*

The Air Force Association holds its Fall Meeting in Washington, D. C., this month (14-16). Convention highlights include the Annual Aerospace Development Briefings and Displays, and an International Aerospace Education Seminar. Secretary of the Air Force Harold Brown and Chief of Staff General John P. McConnell will join in saluting USAF's 19th birthday during the Air Force Anniversary Banquet at the conclusion of the convention.

The U. S. Air Force observes its 19th anniversary on September 18. It officially began functioning on that date in 1947. Under established policy, the Air Force and other services cannot participate in the civilian domain in the celebration of service birthdays. However, this does not preclude internal observances, nor those initiated by civic and patriotic groups.

Reservists taking Extension Course Institute courses for retirement points should plan studies to avoid last minute deadlines. Registered or certified mail makes no difference in meeting deadlines. ECI dating procedures correspond with the day they are processed, not when postmarked.

Students also are cautioned to indicate a specific basic unit of assignment on ECI applications to insure that they receive course materials. Too much material is being returned to ECI due to faulty addressing.

The wrong telephone extension number appeared in the July item concerning Air Force Reservists being able to review their records at the Air Reserve Personnel Center, Denver.

The correct telephone number to call to insure that records are ready for review is: 825-1161, ext. 359.

### OFFICERS

|  | Less<br>2 | Over<br>2 | 3     | 4     | 6     | 8     | 10    | 12    | 14    | 16    | 18    | 20    | 22    | 26    |
|--|-----------|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| with over<br>four years<br>enlisted,<br>active<br>service. |           |           | 0-3   | 19.44 | 20.37 | 21.11 | 22.24 | 23.35 | 24.29 |       |       | 0-10  | 62.79 | 66.72 |
|  |           |           | 0-2   | 17.38 | 17.75 | 18.31 | 19.26 | 20.00 | 20.56 |       | 0-9   | 54.94 | 54.94 | 58.87 |
|  |           |           | 0-1   | 14.01 | 14.95 | 15.51 | 16.07 | 16.63 | 17.38 | 0-8   | 49.15 | 51.02 | 53.08 |       |
|  |           |           |       |       |       |       |       |       | 0-7   | 43.17 | 46.16 |       |       |       |
|  |           |           |       |       |       |       | 0-6   | 27.47 | 28.41 | 32.89 | 34.57 | 35.33 | 37.38 | 40.55 |
|  |           |           |       |       | 0-5   | 23.55 | 24.29 | 25.59 | 27.29 | 29.34 | 31.02 | 31.95 | 33.08 |       |
|  |           |           |       | 0-4   | 20.93 | 21.87 | 23.35 | 24.66 | 25.79 | 26.91 | 27.66 |       |       |       |
| 0-3  | 14.72     | 16.44     | 17.56 | 19.44 | 20.37 | 21.11 | 22.24 | 23.35 | 23.92 |       |       |       |       |       |
| 0-2  | 11.79     | 14.01     | 16.82 | 17.38 | 17.75 |       |       |       |       |       |       |       |       |       |
| 0-1  | 10.13     | 11.21     | 14.01 |       |       |       |       |       |       |       |       |       |       |       |

**NEW PAY RATES:** Charts show new pay scales for Reservists in pay status. New rates became effective July 1, 1966. Rates are for one drill pay period or one day of active duty. Blank spaces to the right of figures indicate a duplication of last rate shown.

### AIRMEN

|                      | Less<br>2 | Over<br>2 | 3    | 4    | 6    | 8   | 10    | 12    | 14    | 16    | 18    | 20    | 22    | 26    |
|----------------------|-----------|-----------|------|------|------|-----|-------|-------|-------|-------|-------|-------|-------|-------|
|                      |           |           |      |      |      | E-9 | 17.02 | 17.41 | 17.81 | 18.20 | 18.60 | 18.98 | 19.97 | 21.91 |
|                      |           |           |      |      |      | E-8 | 14.28 | 14.68 | 15.07 | 15.46 | 15.85 | 16.24 | 16.64 | 17.62 |
|                      |           |           |      |      |      | E-7 | 11.94 | 12.32 | 12.71 | 13.12 | 13.70 | 14.09 | 14.48 | 15.66 |
|                      |           |           |      |      |      | E-6 | 10.18 | 10.58 | 10.96 | 11.35 | 11.94 | 12.32 | 12.71 | 12.92 |
|                      |           |           |      |      |      | E-5 | 8.62  | 9.00  | 9.59  | 9.98  | 10.37 | 10.76 | 10.96 |       |
| E-4                  | 5.62      | 7.05      | 7.43 | 8.02 | 8.42 |     |       |       |       |       |       |       |       |       |
| E-3                  | 4.06      | 5.67      | 6.07 | 6.46 |      | W-4 | 18.68 | 20.00 | 20.93 | 21.68 | 22.24 | 22.98 | 23.74 | 25.59 |
| E-2                  | 3.35      | 4.70      |      |      |      | W-3 | 16.25 | 17.19 | 17.75 | 18.31 | 18.86 | 19.44 | 20.19 | 20.93 |
| E-1                  | 3.23      | 4.30      |      |      |      | W-2 | 14.01 | 14.77 | 15.33 | 15.88 | 16.44 | 17.01 | 17.56 | 18.12 |
| E-1<br>Less<br>4 mo. | 3.02      |           |      |      |      | W-1 | 12.34 | 12.90 | 13.46 | 14.01 | 14.58 | 15.14 | 15.70 | 16.25 |

### WARRANT OFFICERS



# Help Wanted

**LEGEND:** Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies and the grades indicate the highest grade position available. For information on listed positions, write directly to the unit using address given.

**Officer**

**Aircraft Control:** (Maj.) 33, 77.  
(Capt.) 25, 36, 43, 55, 66, 71, 78, 84, 85.

**Aircraft Maintenance:** (Capt.) 11, 13, 43.

**Development Engineer:** (Maj.) 11, 13.

**Air Police:** (Capt.) 85.

**Communications:** (Capt.) 43.

**Dental:** (Maj.) 31, 45, 61.

**Medical Services:** (Capt.) 3, 70, 86. (Lt.) 31.

**Medical Professional:** (Lt. Col.) 73, 74, 83. (Maj.) 2, 4-6, 17, 19, 22, 24, 31, 40, 44, 45, 47, 48, 50, 52, 53, 61, 63, 65, 68, 69, 71, 72, 74, 79, 80, 83, 86. (Capt.) 21, 35, 37, 38, 70.

**Navigator:** (Lt. Col.) 55. (Maj.) 8, 9, 56, 65, 66, 75, 77. (Capt.) 10, 25, 26, 28, 43, 49, 50, 59, 84, 85.

**Nurse:** (Maj.) 5, 22, 24, 70, 86. (Capt.) 2, 7, 17, 21, 26, 27, 31, 37, 39, 40, 44, 53, 61, 62, 66, 72, 73, 75, 77, 79, 80, 82. (Lt.) 47, 71.

**Pilot:** (Maj.) 8, 9, 34, 46, 55, 56, 64-66, 71, 77. (Capt.) 25, 26, 28, 36, 50, 59, 75, 78, 84, 85. (Lt.) 49, 63.

**Transportation:** (Capt.) 65, 67.

**Veterinary:** (Col.) 24. (Lt. Col.) 32, 33, 86. (Maj.) 5, 17, 31, 43-45, 47, 51, 69. (Capt.) 65.

**Airman**

**Administrative:** (MSgt.) 16. (SSgt.) 11, 15, 49.

**Aircrew Protection:** (TSgt.) 9, 34. (SSgt.) 67.

**Air Police:** (SSgt.) 55. (A1C) 25.

**Air Operations:** (SSgt.) 26, 75.

**Aeromedical Evacuation:** (MSgt.) 39. (TSgt.) 17, 19, 35, 62, 68.

**Aircraft Accessory Maintenance:** (TSgt.) 11, 13, 57, 60. (SSgt.) 65.

**Aircraft Maintenance:** (MSgt.) 3, 9, 20, 26, 28, 34, 75. (TSgt.) 8, 25, 50, 57, 60, 66, 77. (SSgt.) 11, 13, 49, 64, 84.

**Armament Systems Maintenance:** (SSgt.) 34.

**Civil Engineering Structural:** (TSgt.) 12, 14, 58. (SSgt.) 81. (A1C) 55.

**Command & Control:** (SSgt.) 28, 56.

**Command Post:** (TSgt.) 85. (SSgt.) 25, 55, 66.

**Data Systems:** (TSgt.) 85.

**Dental:** (TSgt.) 82. (SSgt.) 3, 80. (A1C) 17, 45.

**Food Service:** (MSgt.) 22, 24. (TSgt.) 31. (SSgt.) 4.

**Fuel Services:** (TSgt.) 65.

**Legal:** (SMSgt.) 77.

**Medical:** (SMSgt.) 4, 24. (MSgt.) 2, 3, 5, 7, 17, 19, 27, 31, 32, 39, 44, 68, 72, 79, 83. (TSgt.) 6, 21, 22, 35, 38, 40, 47, 52, 53, 62, 69, 70, 73, 74, 80, 82, 84, 85. (SSgt.) 37, 48.

**Metalworking:** (TSgt.) 57, 60.

**Munitions:** (TSgt.) 43, 84. (SSgt.) 36, 56.

**Panel Engineer:** (MSgt.) 8, 65, 71.

**Personnel:** (TSgt.) 24, 16.

**Postal:** (SSgt.) 16. (A1C) 1.

**Radio Operator:** (TSgt.) 3. (SSgt.) 9, 64. (A1C) 20, 34.

**Safety:** (TSgt.) 77.

**Small Arms Instructor:** (TSgt.) 77. (SSgt.) 28, 36, 62.

**Supply:** (MSgt.) 12, 81. (TSgt.) 14. (SSgt.) 16, 58. (A1C) 65.

**Supply Services:** (SSgt.) 12, 13, 58, 81.

**Transportation:** (TSgt.) 8, 15, 23, 50. (SSgt.) 36, 56, 67, 84, 85. (A1C) 34.

## ANG Technician

**(A/C Radio Maintenance Tech., NGW-12)** 30. \$6,864 yr. AFSC 30171 required.

**(Fire Control Tech., F-102, NGW-11)** 18. \$7,176 yr. AFSC 32251F or 32271F required.

**(Flying Training Instructor NGC-12)** 54. \$10,619 to \$13,931 plus Reserve military pay. Must be rated military pilot qualified to be commissioned in the ANG. Must have not less than 2,000 hours total flying time (500 hours must be jet and/or 1,000 tactical aircraft). (NGC-12) 42. \$10,619 to \$13,931 plus approximately \$3,000 military pay. Applicants must be on flying status and jet qualified.

**(Safety Officer, NGC-12)** 42. \$10,619 to \$13,931 plus approximately \$3,000 military pay. Applicants must be on flying status.

**(Weapons Control System Tech., NGW-11)** 76. \$6,635 yr. TSgt. or below, must have two years F/TF-102 experience. AFSC 32251F or 32271F required.

## AFRes Technician

**(A/C Piston Engine Mechanic, W-10)** 29. \$3.08 hr. SSgt./43251.

**(A/C Instrument & Control Systems Mechanic Leader, L-10)** 29. \$3.38 hr. TSgt./42270.

**(A/C Welder, W-10)** 29. \$3.08 hr. SSgt./53250.

**(Clerk, GS-5)** 29. \$5,181 yr. SSgt./43430.

**(Management Tech., GS-7)** 29. \$6,269 yr. TSgt./70270.

**(Military Personnel Clerk, GS-5)** 29. \$5,181 yr. SSgt./73250.

**(Panel Engineer, W-12)** 29. \$3.39 hr. TSgt./A43570.

**(Parts Router, W-7)** 29. \$2.73 hr. A1C/64550.

## Liaison Officer

**Air Force Academy Liaison Officer, Part III**, captain through colonel, to represent Academy in the Athens-Hinton-Lewisburg-Princeton areas of West Virginia. Contact Liaison Officer Coordinator, P.O. Box 2097, Pikeville, Ky., 41501.

## KEY

## UNIT

- 4th Air Postal Flt., Maxwell AFB, Alabama, 36112
- 523rd Medical Service Flt., Maxwell AFB, Alabama, 36112
- 302nd Aerospace Rescue & Recovery Sq., Luke AFB, Arizona, 85301
- 41st Medical Service Sq., Luke AFB, Arizona, 85301
- 486th Medical Service Flt., Williams AFB, Arizona, 85225
- 498th Medical Service Flt., Blytheville AFB, Arkansas, 72315
- 456th Medical Service Flt., Edwards AFB, California, 93523
- 452nd Military Airlift Wg., March AFB, California, 92508
- 303rd Aerospace Rescue & Recovery Sq., March AFB, California, 92508
- 940th Military Airlift Gp., McClellan AFB, California, 95652
- 32nd Maintenance Sq., (Mobile), McClellan AFB, California, 95652
- 32nd Supply Sq., (Mobile), McClellan AFB, California, 95652
- 81st Maintenance Sq., (Mobile), McClellan AFB, California, 95652
- 1st Supply Sq., (Mobile), McClellan AFB, California, 95652
- 82nd Air Terminal Sq., Travis AFB, California, 94535
- 2nd Air Postal Gp., 2155 Webster St., Alameda, California, 94505
- 529th Med. Service Flt., (Hawaii) APO San Francisco, California, 96553
- 154th Fighter Gp., (Hawaii ANG) APO San Francisco, California, 96553
- 31st Medical Service Sq., Lowry AFB, Colorado, 80230
- 301st Aerospace Rescue & Recovery Sq., Homestead AFB, Florida, 33030
- 453rd Medical Service Flt., Patrick AFB, Florida, 32925
- 26th Medical Service Sq., Chanute AFB, Illinois, 61868
- 91st Air Terminal Sq., Chicago-O'Hare IAP, Illinois, 60666
- 640th USAF Hospital, Chicago-O'Hare IAP, Illinois, 60666
- 434th Troop Carrier Wg., Bakalar AFB, Indiana, 47201
- 926th Troop Carrier Gp., Alvin Callender Fld., Louisiana, 70140
- 466th Medical Service Flt., England AFB, Louisiana, 71304
- 459th Military Airlift Wg., Andrews AFB, Maryland, 20331
- 909th Troop Carrier Gp., Andrews AFB, Maryland, 20331
- Det 1, Hq, DC ANG, Andrews AFB, Maryland, 20331
- 22nd Med. Service Sq., 2101 W. Rogers Ave., Baltimore, Maryland, 21209
- 401st Medical Service Flt., L. G. Han.com Fld., Massachusetts, 01730
- Hq 5th Air Force Reserve Region, Selfridge AFB, Michigan, 48045
- 305th Aerospace Rescue & Recovery Sq., Selfridge AFB, Michigan, 48045
- 436th Medical Service Flt., Selfridge AFB, Michigan, 48045
- 934th Troop Carrier Gp., Minneapolis-St. Paul IAP, Minnesota, 55417
- 493rd Medical Service Flt., Columbus AFB, Mississippi, 39701
- 419th Medical Service Flt., Keesler AFB, Mississippi, 39534
- 438th Medical Service Flt., Richards-Gebar AFB, Missouri, 64031
- 507th Medical Service Flt., Offutt AFB, Nebraska, 68113
- 8496th Navigator Training Sq., McGuire AFB, New Jersey, 08641
- 108th Fighter Interceptor Sq., (ANG), McGuire AFB, New Jersey, 08641
- 14th Troop Carrier Wg., McGuire AFB, New Jersey, 08641
- 465th Medical Service Flt., Cannon AFB, New Mexico, 88101
- 454th Medical Service Flt., Kirtland AFB, New Mexico, 87117
- 109th Military Airlift Gp., Schenectady AP., New York, 12301
- 35th Medical Service Sq., USNAS Brooklyn, New York, 11234
- 444th Medical Service Flt., Griffiss AFB, New York, 13440
- 914th Troop Carrier Gp., Niagara Falls MAP, New York, 14306
- 904th Troop Carrier Gp., Stewart AFB, New York, 12550
- 429th Medical Service Flt., Stewart AFB, New York, 12550
- 460th Medical Service Flt., Pope AFB, North Carolina, 28308
- 504th Medical Service Flt., Grand Forks AFB, North Dakota, 58201
- 178th Fighter Gp., Springfield MAP, Ohio, 45501
- 302nd Troop Carrier Wg., Clinton County AFB, Ohio, 45177
- 910th Troop Carrier Gp., Youngstown MAP, Vienna, Ohio, 44473
- 4th Maintenance Sq., (Mobile), Wright-Patterson AFB, Ohio, 45433
- 4th Supply Sq., (Mobile), Wright-Patterson AFB, Ohio, 45433
- 937th Military Airlift Gp., Tinker AFB, Oklahoma, 73145
- 10th Maintenance Sq., (Mobile), Tinker AFB, Oklahoma, 73145
- 447th Medical Service Flt., Tinker AFB, Oklahoma, 73145
- 479th Medical Service Flt., Vance AFB, Oklahoma, 73701
- 939th Troop Carrier Gp., Portland IAP, Oregon, 97218
- 304th Aerospace Rescue & Recovery Sq., Portland IAP, Oregon, 97218
- 911th Troop Carrier Gp., Gtr. Pittsburgh AFB, Pennsylvania, 15231
- 913th Troop Carrier Gp., Willow Grove AFRes Facility, Pa., 19090
- 92nd Air Term. Sq., 1160 Wyoming Ave., Wyoming, Pennsylvania, 18644
- 461st Medical Service Flt., Myrtle Beach AFB, South Carolina, 29577
- 505th Medical Service Flt., Ellsworth AFB, South Dakota, 57706
- 462nd Medical Service Flt., Sewart AFB, Tennessee, 37168
- 512th Military Airlift Wg., Carswell AFB, Texas, 76127
- 20th Medical Service Sq., Carswell AFB, Texas, 76127
- 499th Medical Service Flt., Carswell AFB, Texas, 76127
- 427th Medical Service Flt., Dyess AFB, Texas, 79607
- 446th Troop Carrier Wg., Ellington AFB, Texas, 77030
- 147th CAMRON, ANG, Ellington AFB, Texas, 77030
- 433rd Troop Carrier Wg., Kelly AFB, Texas, 78241
- 182nd Fighter Interceptor Sq., Kelly AFB, Texas, 78241
- 475th Medical Service Flt., Laughlin AFB, Texas, 78840
- 407th Medical Service Flt., Perrin AFB, Texas, 75090
- 7th Supply Sq., (Mobile), Hill AFB, Utah, 84401
- 449th Medical Service Flt., Hill AFB, Utah, 84401
- 27th Medical Service Sq., Langley AFB, Virginia, 23365
- 440th Troop Carr. Gp., Gen. Mitchell Fld., Milwaukee, Wisconsin, 53207
- 932nd Troop Carrier Gp., Scott AFB, Illinois, 62226
- 480th Medical Service Flt., Webb AFB, Texas, 79720

Staff positions exist for lieutenant colonels, AFRes, at Headquarters USAF and the Military Airlift Command.

The Pentagon opening is with the directorate of Personnel Planning. Applicant must have 7316 or 1416 AFSC. A college degree, pilot rating and background with the Air Reserve flying program are desirable, plus a specialty background in the personnel, education and training, or operations career area.

The MAC position is as advisor to the deputy assistant for Air Force Reserve Affairs, office of the deputy chief of staff, Plans. Applicant should have a 7016 AFSC and an aeronautical rating. Besides qualifying under AFR 45-22, applicants must have less than 16 years of active service. Submit applications through normal channels.



# the Air University . . . produces

**“well-educated and motivated people.” This is accomplished through:**

- correspondence courses
- professional and technical programs
- research and doctrinal studies



**T**HE Air Force is the only branch of the military services which maintains an entire major command whose principal mission is formal education. That command is Air University (AU), the professional education center of the nation's air arm.

The headquarters and most of the command's primary activities are located at historical Maxwell AFB, Montgomery, Alabama.

Today the base houses a vast academic complex built around the top three professional institutions in the Air Force. Located there also are other unique activities with equally unique missions.

Established in 1946, AU marked its 20th anniversary in March of this year. While many of its major activities are centered at Maxwell, the command's operations are global—serving active duty personnel and Reservists.

As a vital part of the U.S. Air Force, AU conducts professional and technical education as well as research and doctrinal studies.

As a result, AU is a major contributor to the scientific, technological, and managerial education which has established the U.S. Air Force as the world's foremost aerospace power. The majority of today's Air Force leaders are alumni of its colleges and schools.

But despite the military importance of its mission, AU is, above all, a center of learning. This is the concept on which it was established in the wake of World War II by far-sighted men who perceived the value of such an institution in maintaining strategic superiority. Experience has proved to them that the Air Force's most critical need would continue to be “well-educated and motivated people.”

The three professional military institutions—Air War College, Air Command and Staff College, and Squadron Officer School—were founded to streamline the professional military competence of Air Force officers. This they achieve through a progressive program of education aimed at broadening the student's perspective while increasing his professional competence.

Air War College conducts one 10-month course each academic year. The class, with an average quota of 280 students, is composed of a select group of men brought together for graduate-level study of national military security and international affairs. Most of them hold at least the

rank of regular or Reserve lieutenant colonel. In addition to Air Force officers, each class includes a number of officers from the Air National Guard, Air Force Reserve, other U.S. military services, the Royal Air Force, the Royal Canadian Air Force, and civilians from departments and agencies of the U.S. Government.

Air Command and Staff College, ranking second in prestige to Air War College, grooms its students for field grade assignments by instructing them in sound Air Force command and staff doctrine and practices. Classes run nine months with a quota of 600 students. Air Force class members are regular or Reserve captains or majors. Some Air National Guard, Air Force Reserve, Army, Navy, and Marine Corps officers and Air Force and State Department civilians attend each course. Allied officers participate in the first 15 weeks of the course.

The Squadron Officer School is the first rung on the professional education ladder. It conducts three 14-week courses every year. Each class has a quota of 777 lieutenants and captains. A small number of Air Reserve Forces and Allied officers are admitted to each course.

In its specialized military schools, Air University features a wide range of courses—from space familiarization for Allied officers to counterinsurgency for Air Force officers.

Perhaps the best known of these specialized activities are the Extension Course Institute, Air Force Reserve Officers Training Corps, and the Air Force Institute of Technology. Academic Instructor and Allied Officer School and the Warfare Systems School are others.

The Extension Course Institute, (ECI) at Gunter AFB, Alabama, touches the careers of more military members than any other AU activity. It is the correspondence school of the Air Force with a current world-wide enrollment of 315,000. In 16 years ECI has enrolled more than 3,000,000 students from the Regular Air Force, Air Force Reserve, Air National Guard, Civil Air Patrol, and the other services of the Department of Defense. The institute offers more than 200 courses covering most Air Force fields. That number is expected to double within the next five years.

Another vast Air University operation is the Air Force Reserve Officers Training Corps. AFROTC is the Air Force's major source of commissioned officers. This program operates at more than 180 colleges and universities





a) Students at AU's Academic Instructor and Allied Officer School at Maxwell AFB, Ala., learn the most modern teaching techniques including closed circuit television. b) The Squadron Officer School, with over 700 resident students in each class, employs small-group discussion periods to help prepare junior officers for a productive Air Force career. c) Approximately one-third of all members of the Air Force are enrolled in the Extension Course Institute correspondence courses. Mail by the truckload, from every AF base in the world, is screened and answered each day at ECI headquarters, Gunter AFB, Ala. d) The fundamentals of space are one phase of the curriculum at the Warfare Systems School, Maxwell AFB. These officers are studying the mathematical equations used to determine the orbital dynamics of space vehicles.

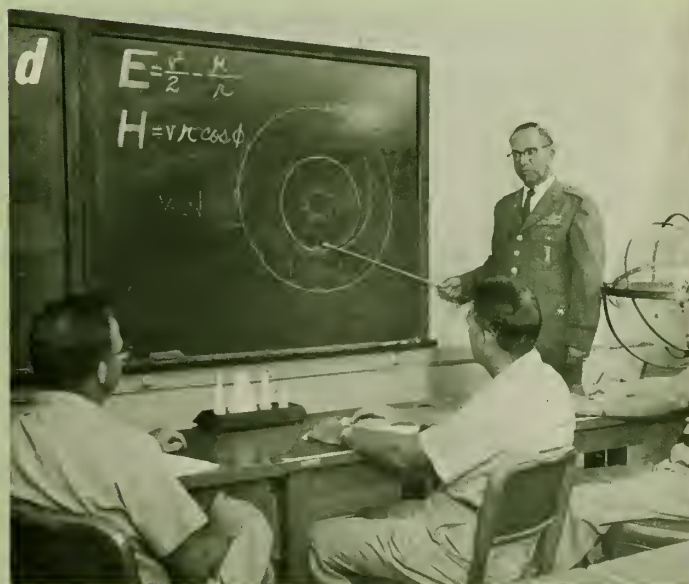
throughout the U.S. and in Puerto Rico. Approximately 75,000 young men currently are enrolled.

The program offers a two-year and four-year commissioning plan through which eligible students are placed on active duty. Scholarships are available to a limited number of selected cadets in the four-year program. These scholarships cover full tuition costs, books, laboratory expenses, and incidental fees.

The Air Force was authorized to conduct a high school ROTC program with the passage of the ROTC Vitalization Act in 1964. That program is scheduled to go into effect at 22 high schools throughout the nation this fall.

The Air Force Institute of Technology (AFIT), another important operation of AU, is located at Wright-Patterson AFB, Ohio. It conducts a School of Engineering, School of Systems and Logistics, Civil Engineering Center, and Defense Weapons Systems Management Center. The institute also supervises a Civilian Institution Program at civilian universities and a Training With Industry Program at in-

see NEXT page





dustrial locations. AFIT awards accredited degrees in management and in specialized engineering fields within its resident capabilities. These range from baccalaureate through doctoral levels, with heavy emphasis on the master degree program. AFIT also provides special educational services for Strategic Air Command personnel at six *Minuteman* missile sites and operates a Nuclear Engineering Test Facility at Wright-Patterson, AFB, Ohio.

The Warfare Systems School offers instruction on the general characteristics of the Air Force weapons, delivery systems, and problems associated with their employment. To assist Air Force officers in meeting new professional challenges, the school has courses in Aerospace Operations, Counterinsurgency, Weapons Employment Planning, Space Fundamentals, Professional Personnel Management, and Missile and Space Indoctrination for Allied Officers.

The Academic Instructor and Allied Officer School has a dual mission. Its Academic Instructor Course is designed to increase the effectiveness of Air Force instructors while the Allied Officer Familiarization Course prepares Allied officers to attend other AU schools. Nearly 2,000 Allied officers from 62 countries have completed these AU courses since they began in 1954. A special course prepares Allied medical officers to attend the Air Force Systems Command's School of Aerospace Medicine at Brooks AFB, Texas.

Newest addition to the AU family is the Air Force Chaplain School which became a command component at Maxwell on July 1. Previously, it was located at the Air Training Command's Lackland AFB, Texas. The school conducts four orientation courses, two advanced courses, and one senior course yearly for Air Force chaplains. In addition, two special two-week courses are conducted annually for chaplains of the Air Reserve Forces.

The research and educational agencies of AU are the Aerospace Studies Institute, the Air University Library, and the 3825th Support Group (Academic).



The Aerospace Studies Institute conducts research, develops concepts, and prepares studies and monographs to meet Air Force and AU needs on aerospace power and its relationship to other instruments of national power. It assists in formulating doctrine and prepares studies in political, economics, military and geographical fields.

Two of the better-known responsibilities of the institute are the publication of the *Air University Review*, the professional journal of the Air Force, and the operation of the USAF Historical Division which monitors and coordinates the global U.S. Air Force Historical Program.

Air University's Fairchild Library, located in the center of Academic Circle at Maxwell, provides educational and research services to the headquarters, schools, institutions, colleges, and tenant units. It houses a unique collection of more than half a million military documents.

The 3825th Support Group (Academic) provides support to the academic and research units of AU and directs and monitors the command's detachments at non-Air Force service schools. Included in its six divisions is a television center which operates a closed circuit TV system used by the schools and colleges.

### The Air Reserve Forces . . .

The scope of Air Reserve Forces activities within AU is extensive. Air Reserve officers, including three of general rank, hold *Part 1 Mobilization* positions in the command.

In addition, two Air Reserve Medical Service Flights, the 523rd and 542nd, fulfill their training requirements with the USAF Hospital at Maxwell. These units are under the control of Continental Air Command (CAC) but they would be gained by AU for active duty in time of war, national emergency, or at any other time required by national security.

Another Air Force Reserve unit, the 4th Air Postal Flight, utilizes AU facilities at Maxwell for training purposes and

*The Warfare Systems School curriculum includes instruction in the weapons and techniques of counterinsurgency with emphasis on tactics employed in Southeast Asia.*

*The Air War College at Maxwell AFB, is AU's top level professional school. Senior grade officers concentrate on the elements of national power, international affairs, and the development of Air Force doctrine.*





*Foreign officer students at the Academic Instructor and Allied Officer School learn to speak and understand the English language in preparation for additional training by the Air Force.*



he 2047th Communications Squadron (AFCS), hosts the 80th Communications Squadron (Special) of the Air National Guard.

Members of the Air Reserve Forces have the opportunity to avail themselves of the educational facilities provided by AU. Special slots are open to them in the command's professional colleges and schools. Selection of personnel to fill these vacancies is governed by CAC.

More than 9,000 officers and 14,492 airmen in the Air Force Reserve are enrolled in courses through ECI. Approximately 2,200 officers and 33,000 airmen in the Air National Guard are furthering their military education through the facilities of ECI.

Each year, Air War College hosts an Air Reserve Forces General Officers Orientation Course to provide these officers with current information on the military aspects of U.S. National Security Policy. The annual event features lectures on Air Force plans, programs and problem areas. It usually is integrated with a selected week of the resident student's program dealing with broad coverage of the doctrines, roles, and missions of the Armed Forces. Thirty-six Reserve of the Air Force general officers attended the most recent one-week course last January.

Air University plans the curriculum and develops texts and related materials for reproduction and use by CAC in its Staff Development Course for Reserve officers.

These activities and the many others associated with the operation of its colleges, institutes, and schools, give an indication of the diversity and range of the AU mission.

As the command stands on the threshold of its 21st year of operation, the challenge of the future is even greater than that which confronted AU in 1946. Air University will face a task of paramount importance to the future of aerospace power—the preparation of man's mind for the job that will be required of him in tomorrow's Air Force. That task grows with each new development of this technological age.

*"A depth of learning and breadth of outlook unheard of in earlier days is now a standard requirement for the military leader."*

Lt. Gen. John W. Carpenter, III

GENERAL Carpenter became commander of Air University on August 1, 1965. As a West Point cadet, bomber pilot, navigator, bombardier, intelligence officer and commander, his military career spans more than 30 years.

He received his wings in June 1940 and later participated in the first mass flight of B-17s from the West Coast to Hawaii. When the Japanese attacked Clark Field in the Philippines in December 1941 he was airborne on a reconnaissance mission and his was the first aircraft to land at Clark after hostilities began. He was later evacuated to Java from Bataan by submarine and continued to fly combat bombard-

ment missions until December 1942.

After World War II, General Carpenter served in many command and staff positions both in the U. S. and the Southwest Pacific. For nearly 10 years he served with what is now the Air Force Systems Command. In March 1955 he became commander of the Air Force Flight Test Center at Edwards AFB, California where he earned the *Missile Badge*. Prior to his assignment at the Air University, General Carpenter served at Hq USAF, as deputy director of Plans and as director of Plans. He became assistant deputy chief of staff for Plans and Operations (JCS Matters) in 1964.

Lt. Gen. John W. Carpenter, III





## realistic support programs...

**T**HE Air National Guard's C-97 and C-121 transports move across the world with a minimum of delay. Their high reliability rate is a tribute to the *Primary and Forward Supply Point* programs.

The job of the *Primary Supply Point* (PSP) is to repair and rebuild the parts and assemblies which are used throughout the system. There are four PSPs in the U. S.

On the East Coast, supporting Atlantic operations is the C-97 PSP at New Castle, Delaware, and the C-121 PSP at Olmsted AFB, Pennsylvania. For Pacific activities, there is a C-97 PSP at Cheyenne, Wyoming, and another at Van Nuys, California, for C-121s. They provide ready inventories for the *Forward Supply Points* (FSP).

Because of the added emphasis on Southeast Asia, the Van Nuys PSP currently is conducting the largest operation. Repaired and rebuilt aircraft parts and components are shipped from Van Nuys to *Forward Supply Points* operated by the Military Airlift Command at such locations as Hickam AFB, Hawaii; Wake Island; Guam; Kadena, Okinawa; Tachikawa, Japan; and Mactan, the Philippines.

By locating parts and equipment at these points throughout the 8,000-mile system in the Pacific, maintenance personnel can keep the aircraft in a high state of readiness. Whenever a part isn't available it is prepared at a PSP and shipped out immediately. Here's an example of the system's speed: A C-97 developed brake trouble upon landing at Mactan. The crew was due for a 24-hour rest period. Word was flashed to the Van Nuys PSP that a special part was needed. It was made that night and carried to Mactan by commercial carrier. The C-97 was repaired and ready to go by the time the crew's rest ended.

**T**HIRTY-ONE million ton miles and 33 million passenger miles... that's the airlift record compiled by Air Force Reservists during the last fiscal year. Flying C-119s and C-124s, they logged over 83,000 hours and over 14,000 missions to such places as Vietnam, Newfoundland, and Europe.

Control of this nationwide force is accomplished through a flight management system carried out by command post personnel at Headquarters, Continental Air Command (CAC) Robins AFB, Georgia. Highly qualified air operations personnel are on duty around-the-clock to monitor as many as 180 aircraft each day.

Using a procedure similar to that employed in a radio taxi system the pilot of each Reserve aircraft calls the command post flight management branch at each station to determine if there is cargo to be airlifted from that base. Flight management personnel monitor each training mission from take-off to landing and from Air Force base to Air Force base around the world.

The current operations division receives and evaluates airlift requests on the basis of training, potential and requirements. Approved airlift requests are passed to the flight management branch which in turn levies the airlift requirements on Air Force Reserve units and aircrews.



If an aircraft should develop maintenance problems flight management personnel insure that another Reserve aircraft on a training mission is dispatched or diverted to provide assistance to the disabled aircraft and if necessary airlift the cargo or passengers.

Air Force Reserve aircrews are supporting the Military Airlift Command (MAC) with 240 missions each month, airlifting tons of cargo from the U. S. to overseas destinations. While performing these airlift missions they are receiving valuable training. In addition, they are releasing MAC long-range aircraft for other purposes.

The flight management system has enabled the Reservists to give maximum airlift support at minimum cost.

## and performances...

**F**ROM C-119s to C-124s in a record-smashing 206 days. That was the accomplishment of the Air Force Reserve's 942nd Troop Carrier Group, March AFB, California.

The unit began the change in aircraft and mission on December 1, 1965. While training in the new plane, the Reservists flew 3,093 hours which included many airlift missions to Vietnam, Japan, Taiwan, Alaska, and other destinations in Southeast Asia.

With the exception of local training flights, all missions were used to transport cargo for the Military Airlift Command (MAC). The 942nd reached the fully combat ready status on June 24, and is now designated the 942nd Military Airlift Group.

Another Reserve unit which recently converted from C-119s to C-124s earned strong words of praise for the efficiency of its members. "Admirable," "excellent," and "outstanding" were some of the terms used to describe the 940th Military Airlift Group at McClellan AFB, California, by the inspecting officers of a MAC evaluation team.



a) Replacement parts for ANG's global airlift force of C-97s and C-121s are pre-positioned at strategic bases throughout the world. A C-97 of the 146th Military Airlift Wg., Van Nuys, Calif. delivers spare parts to the "Forward Supply Point" at Mactan in the Philippines. b) The focal point of the Air Force Reserve's flight management system is the CAC command post at Robins AFB, Ga. Every C-124 and C-119 mission is monitored from start to finish to insure maximum utilization. c) Air Guardsmen of the 164th Military Airlift Gp., Memphis, Tenn., leave their C-97 after one of the many global missions which set an all-time ANG airlift record for a one month period. d) Col. Burton Meglitsch, comdr., 945th Troop Carrier Gp., Hill AFB, Utah, accepts a C-124 delivered by Lt. Col. John Hickson (r), USAF. The 945th is another AFRes unit converting from C-119s and joining MAC's global airlift force. At left is Col. Jack Alston, base comdr.



The performance record of the 940th was the subject of a letter from Major General G. B. Dany, commander of MAC's 22nd Air Force, to Major General J. S. Holtoner, then commander, Continental Air Command: "I can assure you that my inspectors are not inclined to exaggerate or overly indulge in the use of superlatives in their reports. . . . Because of outstanding leadership and astute management, highly motivated personnel making up the group quickly and efficiently transitioned into their new environment . . . please express to all concerned my congratulations for the 940th Group's excellent showing, and my appreciation for having them on the 22nd Air Force team."

RAISE also was heaped on the Air National Guard's 164th Military Airlift Group, Memphis, Tennessee. It all started with a conversation between Major General Winston L. Wilson, chief, National Guard Bureau, and Colonel William C. Smith, 164th commander.

"Do you think your crews could fly five hours per day per airframe for one month?" General Wilson asked. Colonel Smith accepted the challenge.

The Air Guardsmen not only met the 5-hour figure, but raised it to 6.9 hours per day per aircraft for the 31 days in May. They flew a total of 1,701 hours, an all-time record for any ANG unit. Of this total, 1,222 hours were over water on 16 missions in support of the Military Airlift Command. Nine flights were made to Vietnam and the others to Cuba, Europe, Japan, the Philippines, Bermuda, Puerto Rico, and the Dominican Republic.

When the month ended, General Wilson said: "This was a test to see what the Guard could surge to in peacetime. We gave the opportunity to the Tennessee Wing because of its past record. I am highly gratified that the unit equalled and exceeded its wartime mobilization and utilization rate in peacetime."

"Our peacetime flying hours was 1.5 per day per aircraft. Since our commitments to Vietnam, this has risen to from 1.5 to 2.8, with the Tennessee units exceeding that at times. This clearly demonstrates that in an emergency other units could do the same thing and it should demonstrate to the nation that the ANG has a valuable resource of professional and qualified personnel capable of meeting the requirements established by Department of Defense."

"Also, the cooperation of business and industry, as well as that of the Air Guardsmen, certainly deserves a compliment. Without the dedication of all these three groups, this performance would not have been possible."





Reservists of the 434th TCWg., Bakalar AFB, Ind., tested their improvements on the "Slingshot" method of cargo delivery. Part of a 52-container drop can be seen leaving a C-119 during one pass over the target zone.



Air Guard F-84s of the 122nd TFWg., Fort Wayne, Ind., flew close air support missions for Army infantrymen during joint training maneuvers at Fort Lewis, Wash.

## summer encampments "1966" . . .

*Hawaii . . . Alaska . . . Puerto Rico . . . at home and abroad*  
the key words for Reservists were "Increase Combat Readiness."

**T**HE Air Force Reserve's 2,000-man 434th Troop Carrier Wing, Bakalar AFB, Indiana, concentrated on increasing operational readiness and perfecting its improved version of the *Slingshot* method of cargo delivery. The unit recently completed a 60-day test program of the system for the Tactical Air Command. Through *Slingshot*, up to 52 containers can be ejected simultaneously in less than five seconds, and with a degree of accuracy that is roughly five times better than the conventional method. According to Major General J. S. Holtoner, vice commander of the Continental Air Command, there is a good possibility that other Air Force aircraft may be equipped with a similar system based on the 434th's tests.

Air National Guard pilots and support personnel of the 122nd Tactical Fighter Wing, Fort Wayne, Indiana, traveled to McChord AFB, Washington, where they furnished close air support combat training for the Army's 4th Infantry Division. During the Army maneuvers, at nearby Fort Lewis, the Air Guardsmen fired "live" .50 caliber ammunition and dropped 750-pound napalm bombs and rockets on simulated enemy targets in the path of the advancing infantrymen. A 122nd pilot also served as a forward air controller to direct the air support missions being flown in the unit's F-84F *Thunderstreaks*.

Another ANG unit, the 129th Air Commando Group, became the first of its type to train in Alaska. Eight C-119s and about 450 men went from their Hayward ANG Base, California, to Eielson AFB, where they supported the operations of the Army Reserve's 12th Special Forces Group during joint exercise *Tanana Flats III*. Other members of the 129th remained in California to train active duty pilots and ground crews in the operation and maintenance of the unit's U-6 aircraft.

In another Alaskan exercise, Air Force Reservists and Air Guardsmen demonstrated their ability to airlift cargo and deploy fighter planes to any point on the globe on short notice. Twelve F-100s of the 121st Tactical Fighter Group, Lockbourne AFB, Ohio, flew nonstop to Elmendorf AFB, Alaska. They were refueled three times by 13 ANG KC-97 tankers from the 136th Air Refueling Group, Dallas, Texas, and the 134th of Knoxville, Tennessee. While the Air Guardsmen were en route to the Alaskan Air Command exercise, nine C-119s from the Air Force Reserve's 302nd Troop Carrier Wing, Clinton County AFB, Ohio, transported support equipment to the site. When the training ended, nine C-119's from the 934th Troop Carrier Group, Minneapolis, Minnesota, were used to return the equipment.

Two Air Force Reserve air terminal squadrons—the 90th from Homestead AFB, Florida, and the 83rd from Portland, Oregon—were airlifted to Hickam AFB, Hawaii, for their summer encampments. Hickam is a major terminal along the Military Airlift Command's routes to Southeast Asia and the Far East. While there, the Reservists worked side-by-side with members of the 61st Military Airlift Wing performing functions in such areas as air freight handling, passenger service, traffic control and fleet service.

ANG's airlift capability made it possible for 650 Air Guardsmen from Puerto Rico to conduct their summer training at Savannah, Georgia, this year. In addition to meeting the heavy demands caused by the war in Vietnam, the Air Guard furnished 16 transports (C-97s and C-121s) to carry the support personnel of the 156th Tactical Fighter Group from San Juan to Travis Field. The 156th's pilots flew their F-86 *Sabrejets* to Georgia via Guantanamo Bay, Cuba, and MacDill AFB, Florida.



During its tour, the 83rd Air Term. Sq., Portland, Ore., received a MAC award for supporting the 61st MAWg. at Hickam AFB, Hawaii. (l-r) Lt. Col. Henry Walsh; Brig. Gen. Herman Rumsey, comdr., 61st; Maj. Robert Braden, comdr., 83rd; and, Col. Jesse A. Irwin.



Reservists of the 90th Air Term. Sq., Homestead AFB, Fla., also trained at Hickam where they learned to operate MAC's newest freight handling equipment. (l-r) A1C Ken McNally, TSgt. Carl Oliver, A1C Philip McCambridge, SSgt. Willie Winkfield, and USAF SSgt. John Christy.



ANG nurses, Lts. Mary Rebekovich (l) and Rebecca Sisson, of the 192nd Tactical Dispensary, Richmond, Va., put some fun into erecting a field hospital during training at Travis Field, Ga.



## the air reservist

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... Center of professional education for the U.S. Air Force and its Air Reserve Forces is the Air University at Maxwell AFB, Alabama. While its major institutions such as the Air War College, Air Command and Staff College and Squadron Officer School are at Maxwell, the command's operations are global. (See page 8)





a/ Air Force flight nurses, Capt. Cheri Hull (l), and Lt. Ruth Munhall, practice water survival techniques during 901st Tactical Hospital's two-week encampment at Hanscom Fld., Mass. Simulated ditching was part of rigid training schedule.



b/ Reservists of 302nd ARRSq., Luke AFB, Ariz., increased chances for critically burned Mrs. Phyllis Baylish to live. They airlifted her aboard HU-16 on first leg of mercy mission to Texas and special medical care.



d/ "USAF Citations for Support of the Air Reserve Forces" were presented to the City of New York and its Departments of Police, Fire and Sanitation during recent ROA convention. Dep. Mayor T. W. Costello accepted awards from Maj. Gen. Curtis R. Low, then ass't chief of staff for Reserve Forces.



c/ Kathie Jo Nichols is carried aboard C-97 of 165th Military Airlift Gp., at Travis Fld., Ga., by Air Guardsmen TSgt. J. Buhler, front, and A2C G. Bray of 158th AeroMed Evacuation Flt. She was flown to Texas to recover from automobile accident in which three family members were killed.

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# *the air reservist*

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## QUESTIONS & ANSWERS ♦ ♦ ♦

This column answers problems of general interest to members of the Air Reserve Forces. Personal problems should be discussed with your unit personnel officer.

*I enlisted in a unit of the Air Force Reserve for six years, obligating me for six months of active duty training and the remainder in the Ready Reserve. While on active duty training I was ordered to extended active duty involuntarily. When released, I completed my six months active duty training. Because of time spent on extended active duty, am I eligible for transfer to the Standby Reserve one year prior to the expiration of my obligation?* ♦ ♦ ♦ You will qualify for transfer to the Standby Reserve upon completion of a combination of five years satisfactory Ready Reserve participation and extended active duty.

*When I received a statement of service from ARPC, it showed a break of eight days between my Navy and AFRes service. How can this be when I was discharged from the Navy to accept an appointment in the AFRes and was appointed the day after my discharge?* ♦ ♦ ♦ An appointment is effective on the date of acceptance, either by execution of an oath of office or by performing active duty. If you did not execute the oath and were not on EAD as an AFRes officer on the day after discharge from the Navy, you do have a break in service. If discharge from the Navy was contingent upon acceptance of appointment in the Air Force Reserve, and you feel that an injustice has occurred, you may apply for correction of records.

*I notified my Selective Service Board of my change in address when I was released from active duty and assigned to the Air Force Reserve. Why is my mail from ARPC still forwarded to my old address?* ♦ ♦ ♦ It is very important you also notify ARPC. Send a postal card or change of address card, available at all post offices, to the Air Reserve Personnel Center, Attn: RPCS-54, 3800 York Street, Denver, Colorado, 80205. Be sure to include serial number.



The *National Defense Service Medal* is authorized for all personnel serving on extended active duty for any period between June 27, 1950 and July 27, 1954 (Korean Emergency), or between January 1, 1961 and a terminal date to be announced.

Short tours of active duty by members of the Air Reserve Forces are not considered as active duty for the purpose of receiving this medal. However, the medal may be awarded to any Air Force Reservist or Air National Guardsman who, after January 1, 1961, became eligible for either the *Armed Forces Expeditionary Medal* or the *Vietnam Service Medal*.

Members of the Air Reserve Forces who served during the Berlin Contingency, Cuban Crisis, Dominican Republic Crisis, or participated in airlift missions to Vietnam, are eligible for the *National Defense Service Medal* or a bronze service star if they previously were awarded the medal. Not more than one bronze service star may be awarded to an individual. For example, if a Reservist served on active duty during Korea he is eligible for the *National Defense Service Medal*. If he also served on active duty during the Berlin Contingency and the Cuban Crisis he is eligible for only one bronze service star to wear on the *National Defense Service Ribbon*.

The National Guard Association of the United States will hold its 88th General Conference in Phoenix, Arizona, October 17-20.

A number of key Air Force officials are scheduled to address conferees including: Secretary Harold Brown; Dr. Eugene T. Ferraro, deputy under secretary for Manpower; General Gabriel P. Disosway, commander, Tactical Air Command; and Lieutenant General Robert J. Friedman, deputy chief of staff for Programs and Resources.

Awards to be presented include:

Chief Master Sergeant John H. Lloyd, assigned to the 133rd Military Airlift Wing of the Minnesota Air National Guard, at Minneapolis-St.

Paul, is being honored as the *Outstanding Air Guardsman of 1965*.

The 146th Military Airlift Group, Van Nuys, California, receives the *McCallister Trophy* as the ANG's top C-97 unit. The group maintained the highest level of safety, preparedness and training standards of the Air Guard's 25 transport units. It is the second time the 146th Military Airlift Wing has won the trophy. The unit includes flying squadrons at Salt Lake City, Utah, and Phoenix.

The 147th Fighter Group of Houston, Texas and the 168th Military Airlift Group of Middletown, Pennsylvania, get NGAUS *Operational Readiness* trophies as the *outstanding* Air Defense Command and airlift units, respectively. The 168th also receives a special award from the National Guard Bureau.

The annual *Major General Winston P. Wilson Trophy* goes to the 132nd Fighter Group of Des Moines, Iowa, as ANG's best all-weather unit.

Winners of the second annual National Guard Bureau-Association photography contest are to be cited during the conference. In addition, the Air Force Association will present a special award to the 123rd Tactical Reconnaissance Group of Louisville, Kentucky, named as its *Outstanding ANG Unit for 1965*.

Air Force Reserve chaplains not on extended active duty will take on expanded duties under a new Chaplain Area Representative program (CHAPAR). They will render a wide variety of services to active duty, retired military and Reserve personnel.

CHAPAR is monitored by Continental Air Command (CAC). It extends the scope of chaplain services in the Air Force community and provides additional opportunities for inactive duty Air Force chaplains. Those not affiliated with a Reserve unit will be the prime eligibles. Some 300 chaplains are in this category along with approximately 135 mobilization assignees to other major command headquarters and another 56 serving with CAC flying units.

By mid-November the first listing to active duty Air Force bases will contain the names of about 150 chaplains available for immediate service. Under the program qualified AFRes chaplains may apply for appointment as an area representative or coordinator for a geographical area.

CHAPARs maintain liaison with local church groups, represent the Air Force in emergencies, provide humanitarian and welfare assistance



and perform counseling services.

The 9641st Air Reserve Sq. (Air Reserve Personnel Center), Denver, Colorado, will administer the program by issuing orders, managing field personnel records and processing applications. CHAPAR is similar in concept to CAC's successful Judge Advocate General Area Representative (JAGAR) program for attorneys in the Air Force Reserve.

Continental Air Command is assigning Reserve officers to duty with National Guard state headquarters in support of civil defense.

The officers will assist state officials in the preparation of civil defense plans and maintain liaison between state officials, the Air National Guard and Air Force units within the state.

Officers assigned in this capacity will be available for duty one weekend each month and for 15-day's active duty training.

One hundred and forty-eight Civil Air Patrol cadets received training in powered aircraft or gliders during CAP's second annual Flying Encampment, July 17-August 13.

This year's encampment was held at three sites: Elmira, New York; Chester, South Carolina; and Lawton, Oklahoma. Sixty cadets received Federal Aviation Agency (FAA) certification as private pilots in powered aircraft and another 82 qualified for FAA private glider certificates.

Performing two-week special duty tours at two of the training sites this year were six Air Force Reservists.

Serving as assistant project officers at Elmira, were: Lieutenant Colonels Louis L. Nangeroni and Patrick Scarano of the 9274th Air Reserve Squadron, Ithaca, New York, Roy E. Partridge, 9312th ARSq., Hartford, Connecticut and Major Roland A. Ball, 9313th ARSq., Elmira.

Assisting at Chester were: Lieutenant Colonel A. J. Mallano, 9213th ARSq., Huntington, and Major Ray-

mond E. Williams, 9309th ARSq., Rochester, New York.

Captain John J. O'Connor, CAP encampment commander at Elmira, said: "... they brought a degree of flying professionalism and knowledge which couldn't be surpassed ... I hope this practice of bringing in such highly qualified Reserve officers can be expanded next year."

Three Air National Guard Military Airlift groups will convert to C-124 *Globemasters* next year, doubling the present airlift load capability.

They are the 172nd, Jackson, Mississippi, 145th, Charlotte, North Carolina and the 116th, Marietta, Georgia.

The 172nd and 145th presently use C-121s. The 116th has C-97s.

Conversion of these units is a part of a long-range program which calls for the converting of all ANG airlift units to C-124 and C-130 aircraft.

## PEOPLE . . .

Brigadier General John T. Fitzwater became deputy chief of staff for Operations, Continental Air Command (CAC), on August 1. The general comes to Robins AFB, Georgia, from TAC headquarters, Langley AFB, Virginia, where he served as deputy chief of staff for Plans. ♦ ♦ ♦ Colonel Glen W. Clark, former director of Information, Air Defense Command, now heads the information program for CAC. Colonel Clark, a veteran of over 25 years military service, replaced Colonel George A. Carter on August 15, 1966. Colonel Carter's new job is director of Information, Tenth Air Force (ADC), Richards-Gebaur AFB, Missouri. ♦ ♦ ♦ Colonel Irwin H. Dregne is the commander of the Fifth Air Force Reserve Region at Selfridge AFB, Michigan. Colonel Dregne comes to the new post from the Pentagon where he was with the International Security Affairs Branch, Office of the Secretary of Defense. He replaces Colonel Clinton U. True. ♦ ♦ ♦

### Awards

Captain Harold G. Murphy, a pilot with the 303rd Aerospace Rescue and Recovery Sq., ... the *Distinguished Flying Cross* for exemplary service while on active duty in the Far East with the Strategic Air Command. As a Reservist, Captain Murphy flies HC-97 aircraft with the 303rd ARRSq., based at March AFB, California. ♦ ♦ ♦ Colonel Harry L. Cochran Jr., ... Tactical Air Command's *Pilot of Distinction* for August. This Air National Guardsman flies an F-100 with the 121st Tactical Fighter Wing at Lockbourne AFB, Ohio. Colonel Cochran's aircraft was accidentally hit by stray 20mm cannon fire as he was towing targets. With unknown damages, he jettisoned his dart target and external fuel tanks and began a normal landing. Upon touchdown his drag chute failed to open and his right main gear brake did not function. Colonel Cochran stopped his aircraft by veering into a crash barrier at the end of the runway. ♦ ♦ ♦



Dr. Dora J. Dougherty, ... the 1966 *Achievement Award* of the American Association of University Women. An Air Force Reserve major, leader in aviation research and one of the few women aviation psychologists in the world, Major Dougherty holds commercial and flight instructor pilot ratings, an airline pilot's certificate and has logged more than 3,700 hours as a pilot.



## The Most Productive Year . . .

*"The Air Reserve Forces airlift crews are flying a remarkable number of hours . . . This active peace-time support is one good indicator of their importance to the Air Force and to national security."*

AROUND the clock and sometimes under the most adverse weather conditions . . . members of the Air Reserve Forces interrupt their civilian pursuits to respond to domestic emergencies and international crises; carry wounded servicemen returning from Vietnam; drop paratroopers and supplies during joint training exercises; come to the aid of communities ravaged by hurricanes and floods; and even support their fellow Reservists by flying them to and from their encampment sites.

They do all this, and more, while concentrating on their primary mission: training to increase unit and individual combat readiness.

"Citizen airmen" from 73 units, flying six types of aircraft, contributed to the record. The Air National Guard has 25 airlift squadrons equipped with C-97s and C-121s, and one unit in Alaska with C-123s. The Air Force Reserve has 11 military airlift groups equipped with C-124s, 29 troop carrier groups with C-119s, and five aerospace rescue and recovery squadrons of which three have HU-16s and two recently converted to HC-97s. Until December 1965, the Air Force Reserve also had two troop carrier groups equipped with C-123s. They were recalled during the Vietnam buildup for use by the active duty forces and the units were deactivated.

Each of the Air Guard's C-97 and C-121 units, and the Air Force Reserve's C-124 and rescue squadrons augments the Military Airlift Command (MAC). The Air Guard's C-123 unit at Kulis ANG Base augments the Alaskan Air Command, and the primary mission of the C-119 groups is assault airlift for the Tactical Air Command. However, the support they provide is not confined to their gaining commands. Statistics reported by Continental Air Command and the Na-

tional Guard Bureau show that the Reservists and Guardsmen flew missions for 13 of the 16 major commands as well as the Army, Navy, Marine Corps, and other Government agencies such as the National Aeronautics and Space Administration and the Department of State. During Fiscal Year 1966, Air Force Reservists flew a total of 14,234 missions, representing 83,097 flying hours. They airlifted 20,522 tons of cargo and carried 58,722 passengers. In addition, the C-119s dropped 403 tons of supplies and 116,185 paratroopers. The C-123s and HU-16s also were used for troop drops and brought the Air Force Reserve total to 118,297.

The Air Guard statistics are equally impressive. Their pure airlift figures (not including aeromedical evacuation flights) show they carried 29,783 tons of cargo and 85,707 passengers. During the year, they covered more than 18 million miles which included 2,016 round trips to overseas destinations. Since August of last year, ANG aircrews have flown aeromedical evacuation missions on a regularly scheduled basis for MAC. These include overwater flights from California to Alaska, and from East Coast bases to Newfoundland; Bermuda; Guantanamo Bay, Cuba; and Panama. The Air Guardsmen also make scheduled and feeder line flights within the United States every week. During a one year period, the aeromedical specialists carried 6,566 patients, of which 2,228 were litter cases, and an additional 4,272 passengers.

Every mission performed by the Reservists and Guardsmen represents one less job for the active duty aircrews. This byproduct of the Air Reserve Forces' training concept is thoroughly appreciated and is increasingly important in Air Force plans.

*AFRes C-119s play a major role in paratrooper training. Students at the Army's Ft. Benning, Ga., jump school prepare for a flight to a drop zone.*







Air Guardsmen fly missions to all points along MAC's global routes. ▲ Patients board a 116th MAWg. C-121 at McGuire AFB, N. J. ► Cargo is loaded on a 118th MAWg. C-97 in Hawaii.



Who says so?

"Air Force Guard and Reserve military airlift crews are flying a remarkable number of hours in meeting requirements of the Military Airlift Command. . . . This active peacetime support which we receive from our Air Reserve Forces is one good indicator of their importance to the Air Force and to national security." *The Honorable Harold Brown, secretary of the Air Force.*

"... the Air Reserve Forces have been of invaluable assistance to the active Air Force since expansion of U.S. military activities in Southeast Asia. . . . An outstanding example of such a contribution was the accomplishment of Air Force Reserve C-119 squadrons affiliated with the Tactical Air Command. . . . This service by Reserve units meant that the elements of TAC's assault airlift force, which are normally responsible for such missions, were available for support of the war in Vietnam." *General John P. McConnell, chief of staff, USAF.*

"Reserve pilots and crews from throughout the U.S. have airlifted thousands of tons of urgently needed cargo to West Pacific and Southeast Asia bases from the Continental U.S. . . . We in PACAF know what Reservists can do when called upon. I extend my thanks to all for the continuing support they have given us." *General Hunter Harris, commander-in-chief of the Pacific Air Forces.*

"The Military Airlift Command is well on its way to building a tremendous capability for the strategic mobility of all U.S. forces. Enroute to this posture for the early 1970s, however, we are faced with the enormous airlift demands of today—as magnified by constantly expanding requirements to support the effort in Southeast Asia.

"Obviously, these demands cannot be met without a great measure of competent assistance from airlift-producing agencies external to MAC. Among those which have responded voluntarily, enthusiastically and productively are the Air Reserve Forces—including both the heavy transport units with a MAC wartime mission, and the lighter units of the Continental Air Command.

"These elements of the Air National Guard and Air Force Reserve have pitched in unstintingly in what is, at least in its sheer magnitude, a wartime job. The employers of these citizen-airmen are certainly to be commended for their great understanding and co-operation in these anomalous times of war-in-peace. But most of all, the individuals and units of the Air Reserve Forces, who are responding so willingly and so well to unprecedented demands, deserve our gratitude and our most sincere admiration." *General Howell M. Estes Jr., commander, Military Airlift Command.*

The new fiscal year is only three months old, but already shows signs of being equally productive. When the airline strike stranded thousands of servicemen, aircrews of the Air Reserve Forces carried about 62 per cent of the more than 120,000 passengers who were accommodated. The Air Guard now flies more than 200 missions per month overseas, and the Air Force Reserve also will increase its number of overseas flights as more C-119 units convert to C-124s. The remaining C-119 squadrons will continue to support the troop drop requirements of the Tactical Air Command and probably will drop more supplies as the Reservists become familiar with the *Slingshot* system of cargo delivery.



▲ Aircraft maintenance is one of the many support functions that are key factors in airlift support. ANG mechanics of the 106th MAGp., Brooklyn, N.Y., work on a C-97 engine.

▼ Reservists fly many humanitarian missions. A 442nd MAWg. C-124 carries medicine, food and repair vehicles to New Orleans following "Hurricane Betsy."





## They Must be More Than Nurses

*"... Their dedication and performance warrant the gratitude and praise of the American people."*



*Flight Nurse 1st Lt. Dianne Kottke serves with 107th TFGp., as member of New York ANG.*

**M**ORE than nurses. They must be officers . . . teachers . . . students. Such versatility is required of each member of the Air Reserve Forces nurse corps.

As officers, they must be familiar with the ways of the Air Force.

As teachers, they impart their knowledge to others, and as students, they keep up with the latest techniques. They must be at home in an aircraft, a modern hospital, or a combat zone.

This is no longer the exclusive domain of women. There are male nurses in key positions within the nursing program.

This select group of men and women have a dual status. They are both commissioned officers and nurses, with responsibilities to the Air Force as well as to their profession.

The Air Force is highly pleased with the work of these professionals. An example is this statement by Lieutenant Colonel Ethel R. Kovach, chief of the Air Force Nurse Corps. "The need for nursing is the greatest during a local or national emergency. The additional nursing assistance needed must be a swift and effective operation if the sick and injured are to be properly cared for. Inactive duty Air Reserve Forces nurses have repeatedly demonstrated their skill and ability to fulfill this vital emergency role. Their dedication and performance warrants the gratitude and praise of the American people."

The Air National Guard has approximately 350 nurses, while the Air Force Reserve has 650. In the event of war it is anticipated that their authorized strength would be reached rapidly and without difficulty.

They render general nursing care to medical, surgical, pediatric, orthopedic, and obstetrical patients. They also teach and supervise nonprofessional personnel in nursing care. In addition, they are trained to assist in the aeromedical evacuation of patients.

These nurses serve in tactical hospitals, unit dispensaries, and with aeromedical evacuation flights and squadrons. In addition, Air Force Reserve nurses also are assigned to Air Force hospitals in mobilization assignee positions and with the many Reserve Medical Service units.

Like other members of the Air Reserve Forces, nurses train with their



units on weekends and participate in two-weeks of annual active duty training. This active duty may be during the unit's summer encampment, or in the case of flight nurses, it may mean performing up to three special aeromedical evacuation missions a year.

All of this would not be possible without the wholehearted support of their respective employers.

Air National Guard nurses are governed by their respective state National Guard, while Air Force Reservists are administered by the Continental Air Command. Responsibility for supervision of training and inspection of both ANG and AFRes nurses is that of the gaining command.

Requirements for entering the Air Reserve Forces nurse corps are the same as those for the U.S. Air Force. Most appointments are in the grade of second and first lieutenant, although additional professional experience and education can mean a higher rank.

To qualify, an applicant must: be a graduate of an accepted three-year hospital school of nursing or a four-year course in nursing; be currently registered in one of the states, the District of Columbia or a territory of the United States; be a citizen between the ages of 20 and 35; possess high moral and personal qualifications; and meet physical and professional requirements. Women applicants may not have dependents under 18 years of age. This does not apply to males.

Nurses with no prior military service are sent to Sheppard AFB, Texas, where they receive a three-week orientation course to acquaint them with the U.S. Air Force and its medical service. Upon completion of the course they return to their unit.





◀ *First Lt. Shirley Harris of the 512th Military Airlift Wing's 916th USAF Dispensary, Carswell AFB, Tex., takes the temperature of Reservist A2C Jimmy Knight. ▲ Nurses of the 111th Military Airlift Group, Willow Grove, Pa., at a pre-mission briefing.*

The Military Airlift Command (MAC) is the primary gaining command for nurses. It is responsible for the major portion of all aeromedical evacuation of sick and wounded servicemen and their dependents.

If a nurse is assigned to a MAC aeromed evacuation unit, she will normally attend the six-week Flight Nurse course which is conducted by the School of Aerospace Medicine at Brooks AFB, Texas. The instruction includes such subjects as aviation physiology, psychology, nursing procedures for in-flight care of patients, and the newest developments in therapeutics. Completion of this course leads toward the designation of Flight Nurse and its accompanying "wings."

MAC has found the Air Reserve Forces nurse corps a valuable asset. Air National Guardsmen have been flying regularly scheduled Air Force aeromedical evacuation missions for MAC since August 1965. Each flight usually has two ANG nurses aboard. The importance of this augmentation is reflected by the number of patients carried. (See AIRLIFT, pg. 4.)

ANG nurses and medical technicians have been assisting MAC medical personnel on its established routes from Europe and the Far East. Typical of these is Captain Bettye Akin of the 118th Aeromedical Evacuation Squadron, Nashville, Tennessee, who has completed several volunteer trips to the Far East. Describing a recent trip she said: "At a time like this, you learn what your training is all about. You are 20,000 feet in the air. You can't call a doctor if something goes wrong." Many of her patients were wounded servicemen from Vietnam. "Anything you did for them

was so appreciated. Most of them didn't want anything but a smile. I don't think I've ever gotten so much mileage out of a smile."

The Air Force Reserve aeromedical evacuation units are not a part of airlift groups like the Air National Guard units. However, Air Force Reserve flight nurses and medical service personnel also have been providing valuable support to MAC medical crews for some time.

Last July, the Military Airlift Command was granted authority to call these Reserve teams under the so-called *Texas Plan*. Under this plan, MAC can use Reservist crews to accomplish a specific mission without having to call the entire unit. This allows the Reservists to spread their 15 days of active duty throughout the year. These Air Force Reservists have been assisting MAC crews on Pacific flights from Clark AB in the Philippines and Tachikawa, Japan.

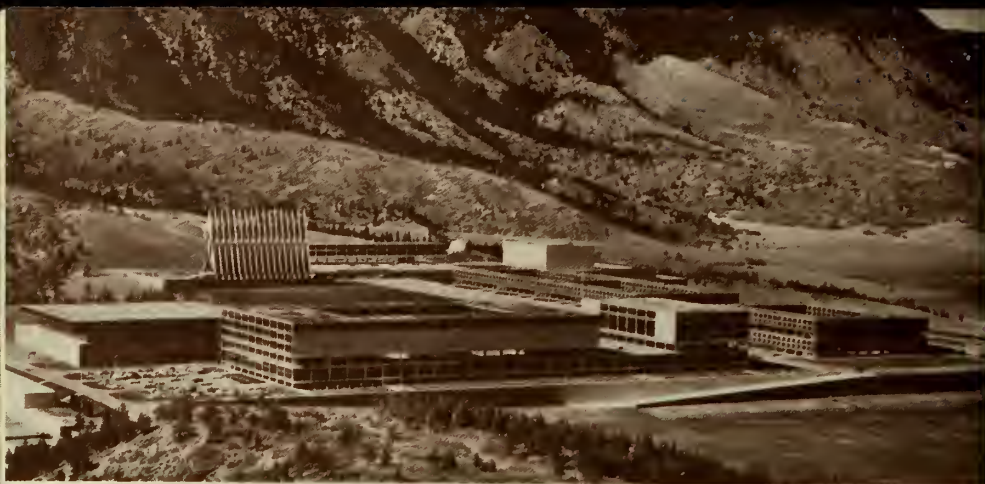
Nurses assigned to Reserve Medical Service units also are contributing to the aeromedical evacuation program. Major Nicholas Halanych of Baltimore, Maryland, is an example. He is the chief nurse of the 22nd Medical Service Squadron, Andrews AFB, Maryland. During a two-week summer encampment in August, his unit was responsible for the care of all aeromedical evacuation patients arriving at Andrews AFB. They have since continued this work each weekend. This entails meeting incoming flights, offloading the patients and taking them to the casualty staging unit. There, the major or another nurse supervises the bathing, feeding and medication of the sick and wounded. Following a night of rest, the procedure is reversed and the patients are loaded on board aircraft for the trip to a military hospital near their home.

Tending the sick and wounded on an aeromedical flight from the Far East . . . supervising the work of medical technicians during a summer encampment . . . or introducing a newborn baby to its proud father at an Air Force hospital . . . today's Air Reserve Forces nurse is a competent professional member of the Air Force team.

▼ *Chief Nurse, Maj. Nicholas Halanych (l) and 1st Lt. Nancy Hall of 22nd Med. Svc. Sq., tend Vietnam casualty. In addition to the major, about 50 male nurses serve Air Reserve Forces units.*







*Within the mile-high Air Force Academy complex are academic and laboratory facilities, dormitories, library, chapel, dining hall, gymnasium and a social center.*

## THE AIR FORCE ACADEMY

*"The Academy will provide instruction, experience and motivation to each cadet so that he will graduate with the knowledge, character and qualities of leadership essential to his development."*

FOUR hundred sixty-two faces disappeared from the Air Force Academy scene when the Class of 1966 graduated, but more than a thousand new ones stepped forward to fill their places. So it is that the Academy, at Colorado Springs, Colorado, rejuvenates itself and continues to contribute a flow of professional officers to the space age Air Force.

The Air Force Academy, like the other service academies, has a basic problem peculiar to no other institutions of higher learning. It must produce an officer with a sound general education who might be a pilot, navigator, civil engineer, communicator, manager of research and development projects, an intelligence officer, or be given any of a hundred other assignments.

While civilian colleges and universities share the mission of imparting knowledge, service academy programs additionally are designed to develop character and to provide opportunities for leadership. The most important thing that a young man can take from a service academy is a sense of dedication to something outside of himself—an obligation to a career of service.

Perhaps the greatest challenge that faces the service academies today is one of the balance between the academic and military training programs. As the demand for knowledge grows because of the complexities of modern military technology and international affairs, new areas of study must be added to the curriculum. Academy leaders must accomplish this without sacrificing military excellence and cadet motivation for a military career.

It takes a well-rounded man to complete the Academy's total curriculum of 188 semester hours. This total combines both education and training; approximately 170 semester

hours of the instruction are carried out during four 38-week academic years; the other 18 semester hours are conducted during four summer training periods.

The all-military academic faculty is well qualified. A minimum of a master's degree is required, but many have qualifications beyond this level. Currently, 32 per cent hold a second professional degree and 24 per cent hold a doctorate. Many faculty members take additional work and earn degrees during their faculty tours.

Paced by legislation enacted in 1964, the cadet wing continues to grow in numbers and quality. Under the terms of the legislation, the Academy will continue to grow in numbers until 1970 when the maximum strength of 4,417 is reached.

The legislation was enacted to provide a greater flow of professionally trained officers into the Air Force. Personnel planning figures forecast that 70 per cent of the present officer strength will leave the Air Force during the next 10 years by various means such as retirement, completion of obligated tour, etc. The Academy will be expected to provide an input of about 900 officers per year to meet projected Air Force officer strengths.

With the graduation of its eighth class, the Academy can look back on a decade of jet speed progress. It is the first of the service academies to provide a curriculum wherein graduates could complete work and be graduated in academic majors. This program has grown to a point where future cadets may select from one of 22 majors and graduate with a bachelor of science degree and an academic major in the field they select.

The fields offered range from the standbys in the engineering sciences through specialties such as military



management, the humanities, international relations and astronautics.

More than 60 academy graduates are selected each year to participate in cooperative masters programs. These graduates, who have taken extra elective and overload courses, are permitted to go on to one of four cooperating colleges or universities to complete residency and other requirements. Within seven months, they are graduated with master's degrees. International relations, astronautics, management and applied mathematics are the fields in which Academy graduates may accomplish this work. Over 90 per cent of these specialists go directly from the advance graduate work to pilot schools for jet pilot training.

Of the 2,900 graduates who have completed the rigorous four-year course at the Air Force Academy, more than 700 of them have served or are serving in Vietnam. The classes of 1964, 1965 and 1966 have, for the most part, not completed their flight training and are not, therefore, eligible for assignment to combat.

Academy graduates have filtered into every phase of Air Force life. A number are engaged in work directly involved in support of the space program. Captain Terry Jorris, Class of 1961, recently was named the Air Force Systems Command's *Junior Officer of the Year* for his achievements in developing manual space guidance devices used as backup systems on the recent *Gemini* orbital flights.

A number of other graduates who have completed combat tours in Vietnam are now in the Aerospace Research Pilot School at the Air Force Flight Test Center, Edwards AFB, California. These officers will serve as test pilots at the center. Most

astronauts are graduates of this school, and it can be expected that the first Academy graduate astronauts will come from this school's alumni.

More than 3,100 cadets now make up the cadet wing. In the time between graduation day on June 8 and the start of the academic year on August 22, the members of the wing were spread throughout the United States and overseas bases. In an expanded program brought about by the war in Vietnam, their training ranged from paratrooper jump school at Ft. Benning, Georgia, to duty with active duty Air Force units under the *Operation Third Lieutenant Program*. In this program, second classmen were assigned to Air Force units and worked beside active duty officers to learn the duties they will have to undertake after graduation. Five hundred second and third classmen went through the Army's paratroop school and earned the coveted jump wings.

Half of the Class of 1967 took the Class of 1970 "doolies" in hand to guide them during the first portion of their grueling basic training. Then the other half took over for the second phase of the program that emphasized

*"They have inquiring minds and it is our responsibility to give them every assistance in their quest for academic and military knowledge."*

**Lt. Gen. Thomas S. Moorman**

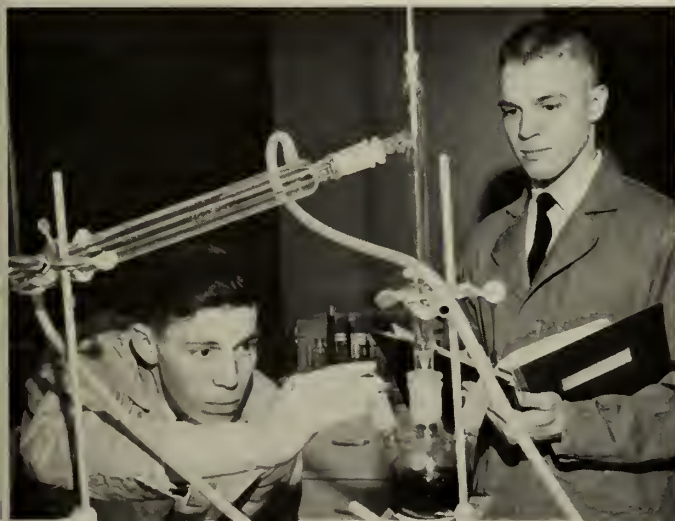
field conditions. The last three weeks were spent in a field training base built to simulate the Vietnam environment. The emphasis on the new summer program was toward teaching them the skills that experience in Vietnam had indicated will be required of them as junior officers.

The Academy concentrates heavily on recruiting as it must compete with the best colleges for the top talent in the nation. More than 1,000 Air Force Reserve officers play a vital role in assisting the Academy to find high caliber youths and motivate them toward an Air Force career. These Reservists are known as Academy Liaison Officers. They hold mobilization assignments with the Academy, earn retirement points but receive no pay for their services.

The Liaison Officer program forms a network which covers every area of the country. Part of their duties is to speak to graduating classes and brief high school guidance counselors on the benefits of an Academy education. They also answer questions about the Academy and its curriculum for interested students and their parents, and they assist eligible candidates in applying for entrance.

The effectiveness of this Reserve support is reflected in the fact that 84 per cent of the cadets who entered the Academy this year had been counseled by a liaison officer.

The Academy hunts for qualified airmen in the Air Force as aggressively as it searches for top high school talent. Academy project officers have been appointed at every major Air Force base and a systematic recruiting campaign is being conducted. Most Regular airmen go through the  
see NEXT page

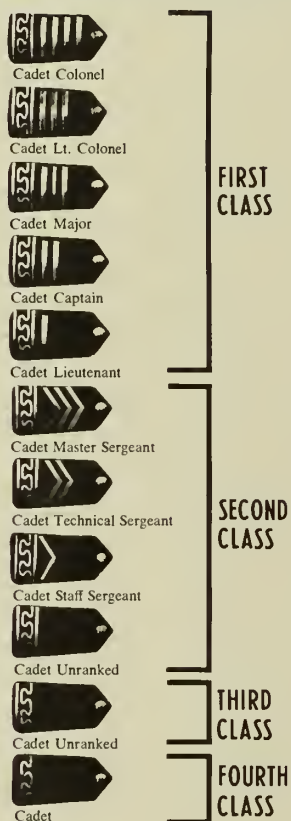


*The training program includes physical as well as mental conditioning. ◀ As part of the academic courses cadets conduct experiments in the chemistry laboratory. ▼ Students build muscles and stamina during survival training.*





## CADET INSIGNIA OF RANK



preparatory school, also at Colorado Springs, before entering the Academy, although some qualify for direct appointment. Two hundred and four enlisted men were enrolled in the latest preparatory school class. Of these, 128 were Air Force Reserve airmen. Those successfully completing the instruction must then pass the regular Academy entrance exams and be appointed. Airmen interested in attending next year's prep school should check AFR 53-14.

During the past year more than 50,000 young men expressed an interest in attending the Academy. One thousand and thirty-five candidates survived the elimination process and accepted appointments with the Class of 1970.

How does a young man become a cadet? Requirements are strict and only students planning a military career are encouraged to apply. Applicants must be at least 17, but not yet 22 as of July 1, of the year they are admitted. They must be of good moral character, pass a physical and mental examination, be single and never have been married. Cadets are selected from a list of nominations which come from a variety of sources. About 85 per cent are nominated by the members of Congress. Other sources include: the Secretary of the Air Force can nominate 85 from the enlisted members of the Regular Air Force and 85 from the Air Force Reserve and Air National Guard; 40 may be nominated from the sons of members of the armed forces who were killed in action; the President may nominate 75 from the sons of members of the armed forces; 20 are selected from honor graduates of certain schools and the Air Force Reserve Officers Training Corps.

Air Force Academy authorities note that the quality of the candidates continues to rise in academic standing and leadership abilities.



**Lt. General  
Thomas S. Moorman**

General Moorman has served as the fifth Superintendent of the Air Force Academy since July 1965. He was previously vice commander in chief, Pacific Air Forces in Hawaii from July 1961 to June 1965.

Graduated from West Point in 1933, he earned his pilot wings the following year.

During the war, he held key staff weather officer positions in the U.S. and with the Ninth Air Force in England. After V-J Day in 1945, General Moorman returned to the U.S. as deputy chief of the Air Weather Service, attended the Air War College, served as commander, 2143rd Air Weather Wing, Tokyo, and as deputy commander and commander of the Air Weather Service.

In April 1958, the general became commander, 13th Air Force at Clark AB in the Philippines. Duty with the Pacific Air Forces followed.



*June's 462 graduates increased Academy-trained officers in the Air Force to more than 2,860. In 1970 the Academy expects to graduate 900.*



# Help Wanted

**LEGEND:** Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies. The grades indicate the highest grade positions available. For information on listed positions, write directly to the unit using address given.

## Officer

**Administrative:** (Capt.) 16.  
**Aircraft Maintenance:** (Capt.) 5, 7, 12, 19, 31.  
**Dental:** (Capt.) 2.  
**Development Engineer:** (Maj.) 31.  
**Legal:** (Maj.) 19, 25.  
**Maint. Engineer:** (Capt.) 11, 12.  
**Mechanical Engineer:** (Maj.) 7.  
**Medical Professional:** (Maj.) 17.  
**Navigator:** (Lt. Col.) 19. (Maj.) 2, 22, 25, 26. (Capt.) 12, 17, 29.  
**Nurse:** (Capt.) 26.  
**Operations:** (Maj.) 2, 19. (Capt.) 8, 9, 12, 15, 27.  
**Personnel:** (Capt.) 26.  
**Pilot:** (Lt. Col.) 25, 35. (Maj.) 2, 3, 19, 22, 24, 26. (Capt.) 12, 17. (Lt.) 16.  
**Postal:** (Capt.) 10, 18.  
**Supply:** (Capt.) 9, 15.  
**Transportation:** (Capt.) 8, 9, 25. (Lt.) 15.  
**Veterinary:** (Capt.) 25.

## Airman

**Administrative:** (MSgt.) 19. (TSgt.) 10, 15. (SSgt.) 7, 29.  
**Airborne Radio Operator:** (SSgt.) 24.  
**A/C Accessory Maint.:** (MSgt.) 7. (TSgt.) 20, 23. (SSgt.) 25.  
**A/C Maint.:** (CMSgt.) 15. (MSgt.) 5, 9, 31, 32. (TSgt.) 16, 20, 26, 29. (SSgt.) 33. (A1C) 24.  
**A/C Radio Repair:** (MSgt.) 7.  
**A/C Mechanical Accessories and Equipment Repair:** (MSgt.) 31, 32.  
**Airframe Repair:** (A1C) 25.  
**Air Police:** (SSgt.) 29.  
**Automatic Flight Control Systems:** (TSgt.) 35.  
**Carpenter:** (SSgt.) 6, 21, 33.  
**Civil Engineering:** (SSgt.) 26, 31.  
**Command Post:** (SSgt.) 19.

**Command & Control:** (MSgt.) 29. (SSgt.) 31.  
**Communications:** (MSgt.) 29. (SSgt.) 31.  
**Communications Electronics Systems:** (TSgt.) 32.  
**Finance:** (TSgt.) 22.  
**Flight Engineer:** (MSgt.) 35.  
**Fuel Specialist:** (TSgt.) 25.  
**Ground Equipment Repair:** (SSgt.) 7, 25.  
**Helicopter Mech.:** (SSgt.) 20.  
**Inflight Refueling Systems Repair:** (TSgt.) 7.  
**Instrument Repair:** (MSgt.) 5. (SSgt.) 7, 23.  
**Inventory Management:** (MSgt.) 31. (TSgt.) 15. (SSgt.) 10, 27, 33. (A1C) 6.  
**Jet Engine Mech.:** (TSgt.) 23. (SSgt.) 7.  
**Loadmaster:** (TSgt.) 2, 17, 22.  
**Maintenance Analysis:** (TSgt.) 3.  
**Maintenance Scheduling:** (TSgt.) 22. (SSgt.) 19.  
**Material Facilities:** (MSgt.) 31, 33. (TSgt.) 27. (SSgt.) 6, 21.  
**Medical Material:** (TSgt.) 12.  
**Metal Working:** (TSgt.) 5, 20, 35. (SSgt.) 7.  
**Munitions Disposal:** (MSgt.) 22.  
**Panel Engineer:** (MSgt.) 25. (TSgt.) 17.  
**Parachute Rigger:** (TSgt.) 22. (SSgt.) 12.  
**Pararescue:** (TSgt.) 35. (SSgt.) 3, 24.  
**Personal Equipment:** (SSgt.) 12.  
**Personnel:** (TSgt.) 10, 15. (SSgt.) 26.  
**Pharmacy:** (TSgt.) 12.  
**Postal:** (A1C) 1, 18, 28.  
**Structural Tech.:** (TSgt.) 6, 21, 33.  
**Supply Services:** (SSgt.) 6, 21, 30, 33.  
**Transportation:** (SMSgt.) 15. (MSgt.) 8.

## KEY

## UNIT

- 4th Air Postal Flt., Maxwell AFB, Alabama, 36112
- 908th Troop Carrier Gp., Brookley AFB, Alabama, 36615
- 302nd Aerospace Rescue & Recovery Sq., Luke AFB, Arizona, 85301
- 162nd Fighter Gp., (ANG), P.O. Box 11037, Tucson, Arizona, 85706
- 32nd Maintenance Sq., McClellan AFB, California, 95652
- 81st Supply Sq., McClellan AFB.
- 81st Maintenance Sq., McClellan AFB.
- 3rd Military Airlift Support Sq., Travis AFB, California, 94535
- 4th Military Airlift Support Sq., Travis AFB.
- 1st Air Postal Flt., Dobbins AFB, Georgia, 30060
- 928th Troop Carrier Gp., O'Hare IAP, Chicago, Illinois, 60666
- 932nd Troop Carrier Gp., Scott AFB, Illinois, 62225
- 459th Military Airlift Wg., Andrews AFB, Maryland, 20331
- 934th Troop Carrier Gp., Minneapolis-St. Paul IAP, Minnesota, 55417
- 5th Military Airlift Support Sq., McGuire AFB, New Jersey, 08641
- 914th Troop Carrier Gp., Niagara Falls IAP, New York, 14306
- 904th Troop Carrier Gp., Stewart AFB, New York, 12550
- 2nd Air Postal Flt., 451 Bagley St., Greensboro, North Carolina, 27405
- 302nd Troop Carrier Wg., Clinton County AFB, Ohio, 45177
- 4th Maintenance Sq., Wright-Patterson AFB, Ohio, 45433
- 4th Supply Sq., Wright-Patterson AFB.
- 910th Troop Carrier Gp., Youngstown MAP, Vienna, Ohio, 44473
- 10th Maintenance Sq., Tinker AFB, Oklahoma, 73145
- 304th Aerospace Rescue & Recovery Sq., Portland IAP, Oregon, 97218
- 911th Troop Carrier Gp., Greater Pittsburgh AP, Pennsylvania, 15231
- 913th Troop Carrier Gp., Willow Grove, Pennsylvania, 19090
- 8th Military Airlift Support Sq., Charleston AFB, South Carolina, 29404
- 3rd Air Postal Flt., Oakville Branch PO, Memphis, Tennessee, 38118
- 446th Troop Carrier Wg., Ellington AFB, Texas, 77030
- 96th Supply Sq., Kelly AFB, Texas, 78241
- 96th Maintenance Sq., Kelly AFB.
- 7th Maintenance Sq., Hill AFB, Utah, 84401
- 7th Supply Sq., Hill AFB.
- 158th Fighter Gp., (ANG), Burlington MAP, Vermont, 05403
- 305th Aerospace Rescue & Recovery Sq., Selfridge AFB, Michigan, 48045
- 144th Fighter Gp., Fresno ANG Base, California, 93727

**Vehicle Dispatcher:** (SSgt.) 26.  
**Veterinary Tech.:** (TSgt.) 12.  
**Weapons Control System Mech.:** (MSgt.) 23, 31. (TSgt.) 5, 7, 32.  
**Weapons Mech.:** (MSgt.) 7, 31, 32. (TSgt.) 5. (SSgt.) 23.

to \$7,155 yr. 322X1F; (NGW-11)  
 34. \$5,740 to \$6,614 yr. 32251F  
 and MG10 experience.

## ANG Technician

**A/C Electrical Tech.,** NGW-11) 4. \$6,448 to \$7,155 yr. AFSC 323XO.  
**(Air Electronic Supervisor,** NGW-13) 4. \$6,448 to \$7,155 yr. 301XO.  
**(Auto Flight Control System Tech.,** NGW-12) 4. \$6,448 to \$7,155 yr. 342XO; 36. \$6,926.40 to \$7,384.00 yr. 32550A. Must be eligible for ANG enlistment.  
**(Explosive Ordnance Tech.,** NGW-13) 34. \$6,219 to \$6,884 yr. 46340.  
**(Flight Simulator Link Tech.,** NGW-11) 4. \$6,448 to \$7,155 yr. 342XO.  
**(Instrument Repair Tech.,** NGW-11) 4. \$6,448 to \$7,155 yr. 422XO.  
**(Missile Guidance Tech.,** NGW-12) 4. \$6,448 to \$7,155 yr. 315XOL.  
**(Weapons Control System Repairman/Tech.,** NGW-11-12) 4. \$6,448

## AFRes Technician

**(A/C Instrument & Control Systems Mech.,** W-10) 13. \$3.08 hr. SSgt./42250; 13. \$3.08 hr. TSgt./32570.  
**(A/C Piston Engine Mech.,** W-10) 13. \$3.08 hr. SSgt./43251; 14. \$3.14 to \$3.47 hr.  
**(A/C Maintenance Officer,** GS-11) 14. \$9,221 yr. Reserve Captain.  
**(Airplane Pilot,** GS-12) 13. \$10,927 yr. Capt./1045E.  
**(Clerk,** GS-5) 13. \$5,331 yr. SSgt./43430.  
**(Ground Radio/Radar Repairman,** 20 vacancies, W-11) 14. \$3.24 to \$3.58 hr. Travel required.  
**(Management Tech.,** GS-7) 13. \$6,451 yr. TSgt./70270.  
**(Military Personnel Clerk,** GS-5) 13. \$5,331 yr. SSgt./73250.  
**(Paris Router,** W-7) 13. \$2.73 hr. A1C/64550.



## the air reservist

Vol. XVIII—No. 8

October 1966

Air National Guard  
 Air Force Reserve Civil Air Patrol

**General John P. McConnell**

Chief of Staff, United States Air Force

**Maj. Gen. John H. Bell**

Ass't Chief of Staff Reserve Forces, USAF

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The material contained in The Air Reservist is listed in the Air University Periodical Index.



# Summer Encampments

*Reservists gain experience by actually performing Air Force missions at home and abroad.*



## *Flying Units Stress Mobility . . .*

*"This is a combat condition. Assemble maximum available strength and proceed directly to Ft. Campbell, Kentucky. Furnish immediate support to 101st Airborne Division. Be prepared to remain operational and completely self-supporting for 30 days."*

These were the essentials of an operations order delivered to the 930th Troop Carrier Group, Bakalar AFB, Indiana, in late August. To meet the requirements, the Reservists had to have 100 per cent mobility.

Within four hours, aircrews and support personnel were ready and 14 of the unit's C-119s were loaded with the enroute portion of the aircraft spare kit including wheels, tires and tools. They were airborne at one-minute intervals and flew an in-trail corridor route to their destination.

Upon landing at Ft. Campbell, they immediately set up a field camp near the southwest edge of the main ramp. Even before the aircrews had completed erecting their tents, operational orders were being cut for the first paratroop "combat" mission.

Although the exercise lasted only two days, they were prepared to meet the 30-day objective. They were completely self-supporting, providing their own power, communications, security, rations, tents, and medical facilities.

During the support phase of the exercise, the Reservists flew 70 sorties, dropped 400 paratroopers and airlifted more than 400 passengers and about 50 tons of cargo.

According to Brigadier General John W. Hoff, commander of the group's parent wing, the 434th, the purpose of the mobility exercise was to provide the kind of realistic training usually received during joint Army-Air Force maneuvers.

When the operation ended, the Reservists had proved they could get their planes and equipment where needed . . . when needed.

Major General Ben Sternberg, commander, 101st Airborne Division, summed up their combat readiness: "I am amazed by the professional soldier attitude shown by these Reservists in establishing this excellent field base and the efficient and expert flying operations and capability of the 930th Troop Carrier Group."

The mobility exercise took up only a small portion of the 930th's encampment. On the weekend of August 20-21, the unit had 13 of its aircraft scattered across the nation supporting the active duty establishment.

Six C-119s were used to drop paratroopers of the Army Reserve's 12th Special Forces Group as another flew missions for the Military Airlift Command. One aircrew returned an exhibit to the Air Force Academy at Colorado Springs, Colorado, while five more covered the state to pick up Indiana Civil Air Patrol cadets then take them to Niagara Falls, New York, for summer encampment.

Other Reservists of the 434th Troop Carrier Wing were busy demonstrating the *Slingshot* system of cargo delivery to 11 research and development officials from the Air Force Systems Command. The system was devised by the Air Force Reserve's 433rd Troop Carrier Wing, Kelly AFB, Texas. The 434th modified it to the point where 52 containers can be dropped in less than five seconds with pinpoint accuracy.

After viewing the demonstration, Colonel Robert P. Daly, C-130 system program director for AFSC's Aeronautical Systems Division, indicated the system possibly could be incor-

porated in the design of the J Model of the C-130s now being built for the Air Force. He also thought the *Slingshot* method might be adapted for use in the C-130s now being flown by active duty crews.

*"... this exercise demonstrated the capability of both the tanker and the fighter units to move on a moment's notice to any point on the globe."*

The exercise was *Gold Rush*. The units which demonstrated their capability and mobility were the 121st Tactical Fighter Group and the 134th and 136th Air Refueling Groups. The speaker was Lieutenant Colonel Nowell O. Didear, commander, 136th.

This was the impression following a joint training maneuver conducted by the Alaskan Air Command and





◀ Paratroopers of the 101st Airborne Div. "rig up" before boarding a 930th TCGp. C-119 for a flight to the Ft. Campbell drop zone.  
▶ The 930th's aircrews ate and slept in the immediate vicinity of their planes . . . ready to respond to 101st requirements on a moment's notice.



AFSTRIKE, the Air Force arm of the unified U.S. Strike Command.

Air Guard pilots flew their F-100 *Supersabres* nonstop from the 121st's headquarters at Lockbourne AFB, Ohio, to Alaska with the assistance of fellow Air Guardsmen of the refueling groups. The 134th is based at Knoxville, Tennessee, and the 136th at Dallas, Texas.

Twelve KC-97 tankers were positioned at two points along the route, Minneapolis, Minnesota, and Nainital, Canada. They completed 72 inflight refuelings servicing each of the 12 *Supersabres* three times on the way up and three on the trip back. Over 90,000 gallons of jet fuel were transferred from the tankers to the fighters.

The mission of the fighter pilots is to provide close air support to Army

ground forces operating in a combat zone. Their ability to deploy quickly to an area where they are needed is a vital factor in the combat effectiveness of the unit.

The Air Commando units of the Air Guard also stress mobility in their summer training programs. Flying amphibious HU-16s, these Air Guardsmen are specialists in jungle survival, escape and evasion, and the ability to get in and out of hostile territory in a hurry. In Vietnam, their active duty counterparts are supporting the guerrilla-warfare activities of the Army's special forces personnel.

The 143rd Air Commando Group, Providence, Rhode Island, recently conducted a typical infiltration exercise

for representatives of the Special Air Warfare Center, Hurlburt Field, Florida. The objective of the mission was to make a three-hour flight into "enemy territory" and transfer an infiltrator to a life raft manned by special forces agents already in the zone. Takeoff was at 5:30 p.m. and rendezvous time scheduled for 8:25 plus 60 seconds. What did the 'plus 60 seconds' mean? It meant that the Air Guardsmen had a one-minute leeway. If they were more than a minute late, the raft would be gone.

After flying at tree top level (to avoid being picked up by radar and too low to be threatened by anti-aircraft fire) the Air Commandos reached the rendezvous point only 20 seconds after the scheduled time. The infiltrator boarded the raft and the Air Guardsmen, in their unarmed *Albatross*, beat a hasty retreat to their home base and the debriefing phase of the mission.

## support units meet AF standards . . .

*Reservists assigned to support units train under the same standards and are inspected by the same major command teams which evaluate similar units of the Air Force. During encampments, they work side-by-side with their active duty counterparts.*

Some recent examples:

**Medical:** . . . [Maryland] Physicians, nurses, medical service officers and technicians of the 22nd Medical Service Squadron, Baltimore, helped handle all incoming aeromedical evacuation patients at the busy Andrews AFB terminal. They administered medication, bathed, fed and helped transfer them to and from the aircraft. During the period, three of the 22nd's medical service officers wrote the standard operating procedure (SOP) for handling patients. These procedures now are being used by active duty personnel at Andrews. . . . [New Jersey] The 150 members of the 33rd Medical Service Squadron performed similar functions for aeromedical evacuation patients at the McGuire AFB and nearby Ft. Dix hospitals. . . . [Massachusetts] Members of the 19th Medical Service Squadron traveled from Boston to Otis AFB where they fused with the staff of the 551st USAF Hospital. They administered first aid in the emergency room, gave inoculations to airmen going overseas, drove ambulances, helped deliver babies, and

◀ Brig. Gen. Howard T. Markey, comdr., 126th Air Refueling Wg., is briefed on the "Gold Rush" deployment by Lt. Col. Nowell O. Didear, comdr., 136th Air Refueling Gp. ▼ F-100s of the 121st Tactical Fighter Gp. on their nonstop flight to the "Gold Rush" exercise in Alaska where they furnished close air support to ground forces.



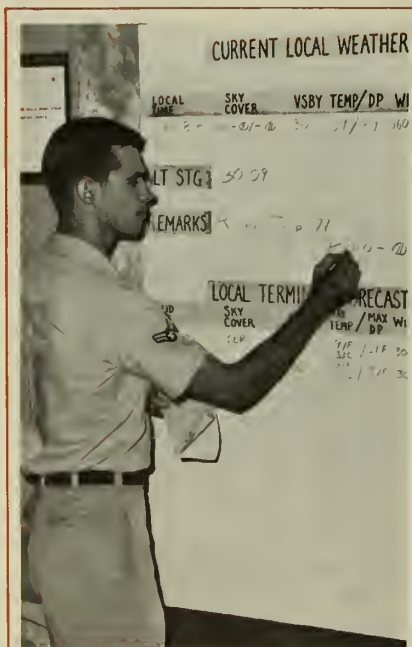


assisted in the many administrative functions of the hospital.

**Communications:** . . . [Missouri] Air Guardsmen of the 239th Mobile Communications Flight conducted their training at their home location, Lambert Field. They supported ANG's 131st Tactical Fighter Wing by installing, operating and maintaining mobile and fixed communications center facilities and telephone systems. . . . [South Carolina] The training of all communications units is supervised by the Air Force Communications Service (AFCS). Major General Richard P. Klocko, commander of AFCS, visited North Field to inspect training activities of two ANG units. Air Guardsmen of the 240th Flight Facilities Flight and 240th Mobile Communications Flight moved their equipment from McEntire ANG Base to a bare airstrip at North Field. Within a few hours they were operational. They handled almost 100 air traffic controls each day. . . . [Colorado] The 233rd Flight Facilities Flight deployed from Buckley ANG Base to a remote area high in the Rocky Mountains. They set up a mobile transmitter-receiver and maintained contact with USAF stations in Arizona and California, used a direction finder, and erected a radio beacon transmitter to reveal their location to aircraft of the Colorado Army Guard.

**Weather:** . . . [Idaho] Fifteen Air Guardsmen left their Van Nuys, California, base at 10:30 a.m. and by 4:00 p.m. had set up a weather station at Gowen ANG Base at Boise. They are members of the 195th Weather Flight. This is the first time an ANG weather unit had been called upon to provide support at a location where no facilities existed. During their encampment, they gave briefings and forecasts which ranged from routine flight clearances to special forecasts for aerial refueling missions and Air Defense Command alert exercises. They also briefed the crew of *Air Force Two*, one of the President's aircraft. They supported F-101s from Nevada, F-102s from Idaho, KC-97s from Texas and C-119s from Arizona.

Other summer activities ranged from water survival training to concerts by a steel band . . . [Georgia] Known as the *Buccaneers*, the musicians use oil barrels to produce music. They are part of 600 Puerto Rico Air Guardsmen who trained at Travis Field. In addition to television appearances in Savannah, the *Buccaneers* covered 3,600 miles performing at Air Force bases in Texas. . . . [Colorado]



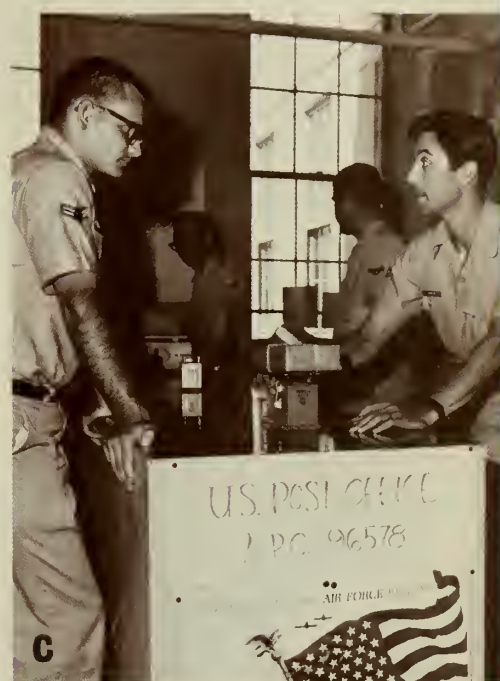
▲ A2C David Thomas, observer with 195th Wea. Flt., Van Nuys, Calif., posts observation data during encampment at Gowen ANG Base, Idaho. They were operational within hours after arrival at the "bare" airstrip.

▼ A 120th TFSq. pilot is dragged through the lake at Buckley ANG Base, Colo. Learning to free himself from "chute" and board life raft was part of survival training.



Pilots of the 120th Tactical Fighter Squadron went swimming, but it wasn't for fun. They participated in a rigorous water survival program at Buckley ANG Base. A boat dragged them through the water to simulate the pull of a parachute. Wearing flight gear, which includes boots, gloves and crash helmets, they released themselves from the 'parachute' and boarded a raft they carried as part of their survival equipment. . . . [California] The 144th Fighter Group pilots had similar experiences at Lake Millerton near Fresno. These were some comments about the program: "This is the best training in the world, you learn by doing it wrong," said Captain John V. Dawson. ". . . vital for any pilot who spends a lot of time flying over water . . . and we have to do a lot of that," said the flight test officer, Major William Gleason. Major Brian J. Ginsburg, flight surgeon: "It's something you can't learn by listening to lectures and watching movies. But, once you go through it you gain confidence and learn how to be relaxed and calm." . . . [New York] In addition to aerial marksmanship, fighter pilots must be proficient with the pistols they carry as part of their survival gear. Air Guardsmen of the 107th Tactical Fighter Group, Niagara Falls, devoted part of their encampment at Travis Field, Georgia, sharpening these skills. . . . [Hawaii] Members of the 92nd Air Terminal Squadron made the long trip from Wyoming, Pennsylvania, to Hickam AFB, to work alongside the active duty personnel of the 61st Military Airlift Wing. Hickam is one of the Military Airlift Command's major air terminals along the route to Southeast Asia. During their encampment, the Reservists helped process passengers, load and unload cargo using the new freight handling equipment known as 463-L, fleet-service aircraft, and assisted in all other phases of the air terminal mission. Brigadier General Herman Rumsey, commander of the 61st, presented an award to the unit in behalf of MAC. The 92nd was named the outstanding Reserve unit in the 21st Air Force (formerly EAST-AF) for the year 1965. Major Carl Schreiner, commander of the 92nd, accepted the plaque. Earlier, another air terminal squadron received a similar award as the outstanding Reserve unit in the 22nd Air Force (formerly WESTAF). That unit was the 83rd Air Terminal Squadron, Portland, Oregon. The members of the 83rd also conducted their summer encampment at Hickam. Commander of the 83rd is Major Robert Braden.





Some typical encampment scenes: a/ SSgt. John W. Knight Jr., of ANG's 240th Flight Facilities Flt., briefs an inspection team led by Maj. Gen. Richard P. Klocko, comdr., AFCS, on mobile radar gear he helped set up at North Field, S. C. . . . b/ TSgt. Hugo Cappiello (l) and A3C Donald Besser (c) of the AFRes 21st Medical Service Sq., assist active duty SSgt. James Skees in the treatment room of the Westover AFB hospital. The unhappy patient is Larry Flinn. . . . c/ Members of Flight 7 of the 2nd Air Postal Gp. (AFRes), process mail at the Alameda, Calif., Facility. They augment the worldwide military postal and security courier network and are preparing for an overseas training tour in the coming year. . . . d/ The "Buccaneers," a steel drum band comprised of Air Guardsmen from Puerto Rico, perform for WSAV television viewers in Savannah, Ga. They were part of 600 members of the 156th TFGp., San Juan, who trained at Travis Field. . . . e/ A2C Michael Harris (r) of the 113th TFWg., Andrews AFB, Md., inoculates Lt. Col. Pedro Rodriguez as he leads a group of 156th Air Guardsmen through a medical processing line. The Puerto Ricans visited Andrews to observe a mobility exercise by the 113th.







◀ Watching a 434th TCWg. demonstration of a "Slingshot" cargo drop at Langley AFB, Va: (l-r) Gen. Gabriel P. Disosway, comdr., TAC; Brig. Gen. John W. Hoff, comdr., 434th; and Maj. Gen. J. S. Holtoner, vice comdr., CAC.

## reserve camera

▼ Three ANG officers took about every award possible following pilot training (Class 66-H) at Laughlin AFB, Tex. 1st Lt. Vernon Nutter (l) of the 138th TFSq., Hancock Fld., N. Y., won the "Distinguished Graduate" and "Outstanding Officer" Awards, and ATC's "Commander's Trophy." Admiring the trophy are: Brig. Gen. Michael Maione and Col. Curtis Irwin (r). Other award winners (not shown): 2nd Lts. Ronald Harrington, NYANG, and Dennis Dodd of the Delaware ANG.



▼ Operation "Combat Leave's" 100,000th passenger, Army Sp5 James Parton, is welcomed by his family after landing in a 512th TCWg. C-119 at Carswell AFB, Tex. At left is Lt. Gen. Henry Viccellio, comdr., CAC.



▲ Recipient of the "Bronze Star" for bravery while on active duty in Vietnam, A2C Howard Guy (l) has joined TSgt. Joseph Gebhart, a relative, as a member of ANG's 178th TFGp., Alpena, Mich.

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# *the air reservist*

NOVEMBER 1966





## in the news

Birthday greetings . . . Continental Air Command, which directs the 400,000-member Air Force Reserve from its Robins AFB, Ga. headquarters, celebrates its 18th anniversary December 1. Civil Air Patrol observes its 25th anniversary in December. . . . (Stories in next issue.)

Major General Richard S. Abbey became assistant chief of staff for Reserve Forces, USAF, on November 1. He replaces Major General John H. Bell, who held the post temporarily until General Abbey arrived from Vietnam where he was deputy chief of staff for the U.S. Military Command. General Bell now is director of Personnel Planning, Hq. USAF. As such, he also is a member of the Air Reserve Forces Policy Committee. . . .

Congress recently gave President Lyndon B. Johnson the power to call up Reservists for as much as 24 months of active duty without declaring a national emergency. Included are: Reservists who are not assigned to Selected Reserve units who still have a reserve obligation and who have not completed 24 months of active duty; and, until June 30, 1968, those Ready Reservists who have not had at least 120 days of active duty training and who still have a reserve obligation. In addition, until June 30, 1968, he can call any unit of the Ready Reserve for 24 months of active duty. . . .

Air Reserve Forces personnel who took part in operation "Combat Leave" have received accolades from Secretary of the Air Force Harold Brown and Chief of Staff, General John P. McConnell. "The airlift was accomplished with efficiency, safety and a genuine concern for the needs of the individual. The combined effort of your aircrews and support personnel has made it a noteworthy achievement. . . . That it has been a significant and positive morale factor for all servicemen is unquestioned. The Secretary of the Air Force joins me in extending congratulations to all concerned for this outstanding accomplishment." The operation was initiated to airlift servicemen on leave prior to departing for or returning from SEA duty. From July 10 to September 10, 122,863 passengers were transported. . . .

ANG is now flying more than 200 overseas missions a month for the Military Airlift Command. In October, they began weekly cargo flights to South America. Flights originate at Charleston AFB, S.C., with stops at Howard AFB, C.Z. and Bogota, Columbia. Early in September, ANG C-97 and C-121 units began flying a twice-a-week "junction" route from Norfolk, Va., to Chateauroux AB, France, via Lajes Field, Azores, and Rota, Seville and Madrid, Spain. Later the same month, ANG took over weekly flights from Travis AFB, Calif., to Richmond RAAF Station, Australia. Stopovers include Hawaii, American Samoa and New Zealand. . . .

ANG Ground Electronics Engineering-Installation Agency (GEEIA) and communications maintenance airmen in 13 states have been asked to volunteer for 30 to 90 days special active duty in Europe this winter in support of project FAST RACE. Purpose of the project is to remove communications-electronics equipment from certain areas of Europe. . . .

Correction . . . In the October issue, we mistakenly captioned a picture identifying Lieutenant Colonel Donald Q. Griffith as Colonel Nowell O. Didear. Colonel Griffith is the commander of the 121st Tactical Fighter Gp. and Colonel Didear commands the 136th Air Refueling Wg. which assisted in the non-stop deployment of the 121st's F-100s from Lockbourne AFB, Ohio, to Alaska during exercise "Gold Rush."



# QUESTIONS & ANSWERS

*How many points must a Reserve officer earn to be eligible for promotion?* ♦ ♦ ♦ Points alone are not qualification for promotion. Officers must complete certain time in grade requirements, be selected by a board and remain in an active Reserve status by earning a minimum of 15 points each year in addition to the 15 gratuitous points. The law also requires that they be fully qualified to assume the responsibilities of the new grade.

*I have been assigned to the Inactive Status List Reserve Section (ISLRS). Why? What advantages do I accrue by remaining in ISLRS?* ♦ ♦ ♦ You were assigned to ISLRS because you did not earn at least 15 points per year in addition to the 15 gratuitous points. There are no advantages. You cannot participate in Reserve training or earn retirement points and you cannot be considered for promotion.

*What are the eligibility requirements for retired pay at age 60?* ♦ ♦ ♦ A Reservist is eligible if: he has at least 20 years of satisfactory service (minimum accrual of 50 points per year); his last eight years of qualifying service were as a Reservist and not as a member of a regular component; and, if he is not entitled, under any other provision of the law, to military retirement pay.

*I was released from extended active duty and assigned to the Obligated Reserve Section (ORS). Am I entitled to an ID card?* ♦ ♦ ♦ Reservists assigned to ORS (excluding ROTC graduates) or ISLRS are not entitled to ID cards. If reassigned to a unit or the Non-Affiliated Reserve Section, submit AF Form 279 "Application for ID Card" to the Air Reserve Personnel Center, 3800 York St., Denver, Colo., 80205.

*As a retired officer not on active duty, am I permitted to have my military title quoted in public print about news items not concerning the*

*Armed Forces or the United States Government, or use it in connection with commercial enterprise?* ♦ ♦ ♦ Retired personnel, not on active duty, may use their military titles in connection with commercial enterprises if it does not cast discredit on the service or Department of Defense. Retirees may not use their titles when signing official correspondence as a Civil Service employee or when (with or without the intent to mislead) the title gives the appearance of endorsement by the military service or DOD. When titles are used, the member must show that he is retired.

*What are the qualifications for a Reservist to attend a special tour of active duty at a Civil Air Patrol summer encampment?* ♦ ♦ ♦ He must agree to accept and retain Ready Reserve status. Submit AF Form 1289 to unit of assignment. If eligible and the tour is approved by his unit, the application is sent to Hq. CAP-USAF for approval and allocation of man-days. The records custodian will then publish orders attaching the Reservist to a CAP wing for training.

## PEOPLE . . .

Colonel Harry H. Jones recently logged his 10,000th hour of flying time and set a record among pilots of the Rome Air Development Center at Griffiss AFB, N.Y. As a Reservist, Colonel Jones holds a mobilization assignment with the Air Force Systems Command's Flight Test Division at Griffiss. ♦ ♦ ♦ Chaplain (Major) Terrence J. Murphy, a member of the Air Force Reserve's 934th Troop Carrier Gp., Minneapolis-St. Paul International Airport, Minn., recently was appointed President of St. Thomas College in St. Paul. ♦ ♦ ♦ Major Vincent C. Hungerford is one of the few people in the development and production end of a rocket who also knows the feeling of firing the weapon. He is a physicist with the Naval Propellant Plant at Indian Head, Md., which manufactures the 2.75 rocket. As an Air Guardsman, Major Hungerford is an F-100 pilot with the 121st Tactical Fighter Sq., Andrews AFB, Md.

**Awards:** Major Robert C. Coyle, the *Distinguished Flying Cross* for clearing his disabled C-119 of 33 passengers before parachuting to safety himself. Major Coyle is a member of the 908th Troop Carrier Gp., Brookley AFB, Ala. His crew also was decorated: Captain Charles B. Dowling III, and Master Sergeant John A. Sandlin, the *Air Medal*, and Airman Second Class John D. Schlotman, the *Air Force Commendation Medal*. ♦ ♦ ♦ Master Sergeants Paul J. Bradshaw and Clifford E. Cuellar, *Flying Safety* awards from the Military Airlift Command for accruing 10,000 accident-free hours. Master Sergeants Elmer O. Wray and Frank E. Teel for 5,000 hours. All are members of the 941st Military Airlift Gp., McChord AFB, Wash. ♦ ♦ ♦ Captain William D. Lackey and members of his C-121 crew, the *Tiger Award* from the

1st. LT. HOWARD F.

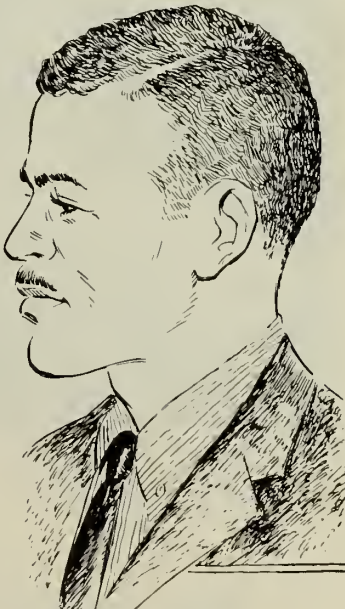
# MANLEY

AFRES

A FORMER TSgt.,  
HE WAS AWARDED THE  
**AIR FORCE  
ASSOCIATION  
CITATION**  
FOR OUTSTANDING SERVICE  
AS A REPRESENTATIVE OF  
ENLISTED PERSONNEL ON  
AFR'S AIRMAN'S COUNCIL.

THE WASHINGTON, D.C.,  
RESERVIST RECENTLY BE-  
CAME AN OFFICER UNDER  
"THE OUTSTANDING AIRMAN  
COMMISSIONING PROGRAM."

McGOWAN MILLER 9215TH AFRES



617th Military Airlift Support Sq. at the Da Nang Air Base in the Republic of Vietnam. The Air Guardsmen helped the 617th personnel unload 16,902 pounds of cargo and put 16,000 pounds of fuel on board, reducing the scheduled ground time by 25 per cent. They are members of the 156th Military Airlift Sq., Charlotte, N.C. The crew: Lieutenant Colonel William H. Byron; Major James H. Cox; Captains Tilden M. Angell and John E. Banner; Master Sergeant Billy F. Furr; Technical Sergeants Roy W. Howard, Donald I. McCollum, and John J. Pettit; and, Staff Sergeants Lonnie T. Bond and James D. Brookes. ♦ ♦ ♦



- A serviceman dies. A chaplain calls upon the man's parents, tells them of their loss and assists in whatever way he can.
- A young Air Force bride, separated from her husband by Vietnam, is in need of spiritual counseling.
- A chaplain conducts religious services for a CAP unit . . .

THESE are only some of the services now provided by Air Force Reserve chaplains who have volunteered for a new *Chaplain Area Representative* (CHAPAR) program.

Implemented in August, CHAPAR is similar to the Air Force Reserve's *Judge Advocate General Area Representative* (JAGAR) program. Both provide essential professional counseling to active duty and Reserve personnel as well as qualified dependents. The program authorizes Air Force Reserve chaplains to apply for appointment as a chaplain area representative or chaplain area representative coordinator for a geographical area. Area representatives maintain liaison with local church groups, represent the USAF Chaplain Program in emergency and casualty situations, and give humanitarian and welfare assistance in keeping with the role of the USAF chaplain.

Operations in Southeast Asia have placed steadily increasing demands upon active duty chaplains. CHAPARs provide welcomed augmentation.

"There can be no doubt," said Chaplain (Colonel) John M. Hughes, command chaplain of Continental Air Command, "that the war in Vietnam has lent impetus to this new program. Casualty assistance frequently is required by families living some distance from active Air Force installations; it is a help to the busy Air Force chaplains when one of our CHAPARs residing in the area can provide needed assistance and counseling to the family.

"Then, too, many of our Air Force families face extended periods of separation when the husband is ordered to Vietnam or another 'without dependents' site. The wife finds herself in the position of having to make many decisions formerly shared with her husband, of having to cope with family financial or emotional problems alone. Because she usually is not living on an Air Force installation during these

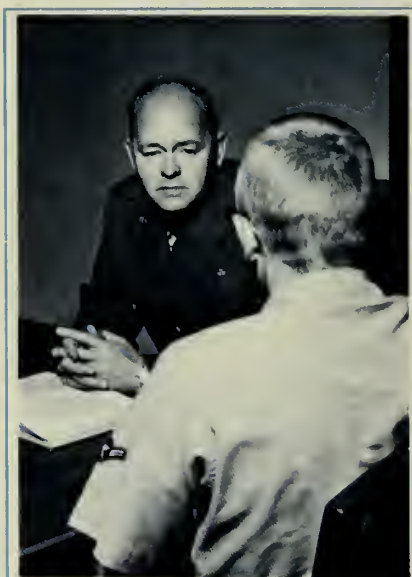
periods of separation, Air Force chaplain counseling services are not easily available. Frequently, however, a CHAPAR is located nearby and can assist her to find solutions to her problems, or can refer her to the proper military or civilian agency."

CHAPARs also have been counseling retired and active duty personnel. Other duties include providing chaplain services to active duty and Reserve units and to units of the Civil Air Patrol. They also present lectures to AFROTC classes.

One of the early proponents of the CHAPAR program was Major General J. S. Holtoner, then commander of Continental Air Command. His solid endorsement of the plan helped to achieve its early implementation as an Air Force Reserve program. Details of the program are spelled out in AFR 45-36.

The CHAPAR program is based on the same concept as that of CAC's *Judge Advocate General Area Representative* program. The two afford participants the opportunity to provide individual professional services from their offices or from residences to qualified personnel. Because JAGARs and CHAPARs are located throughout the United States, they greatly expand the capability of the U.S. Air Force to lend aid and assistance to members of the Air Force family. At the same time, they are training to meet their mobilization requirements.

Like the JAGARs, most CHAPARs hold *Part III* mobilization assignments. Primarily eligible for the new program are those chaplains not affiliated with a Reserve unit. There are some 300 in this category in addition to approximately 136 mobilization assignees to other major command headquarters. Another 56 serve with CAC flying units. All CHAPARs except those in *Part I* are assigned to the 9641st Air Reserve Squadron of the Air Reserve Personnel Center in



An airman receives spiritual advice from a Minneapolis CHAPAR, (Capt.) John Steen.

## The New CHAPAR Program



Denver, Colorado, for administrative and personnel support. Overall control of the program is the responsibility of CAC, with the command chaplain providing direct supervision for the chief of Air Force Chaplains.

Chaplains participating in the program perform active duty training without pay. They receive Reserve retirement credit for training.

"One hundred and twenty-five chaplains have indicated that they desire to participate in the program," said Chaplain Hughes, "and we are confident membership will expand considerably. Judging by the enthusiasm with which several major command chaplains have received news of this program, there is a need for a great number of CHAPARs."

The value of the program is demonstrated by the following letter received from the mother of a deceased airman who was buried in Atlanta, Georgia, on September 19. Chaplain (Major) Gerald E. Marsh officiated.

The letter commending Chaplain Marsh read as follows:

"I feel when a person has performed a service that is especially impressive, he should be commended for it. Such a service was performed by Chaplain Marsh at the services of my son. His presence and message was a great consolation to us. It is a blessing to have a dedicated man of God acting in this capacity for servicemen and their families . . ."

A list of CHAPARs is being compiled which will be distributed throughout all major commands and to the Military Personnel Center at Randolph AFB, Texas. Active duty chaplains and casualty assistance personnel then will be able to readily contact CHAPARs in their local area. This should result in greatly increased utilization of Reserve CHAPARs in the months ahead.

Pending publication of the listing, assistance in locating CHAPARs may be obtained by contacting the Office of the Command Chaplain, Headquarters, Continental Air Command, Robins AFB, Georgia, 31093.

Major General Edwin R. Chess, chief of Chaplains, USAF, believes that the CHAPAR program is a necessary step to insure effective employment of Reserve chaplains. It provides meaningful activity for these Reservists. He visualizes that CHAPAR will put new life into the Reserve program for many chaplains and bring them in closer contact with the current programs and requirements as implemented at the many active duty installations.

*Lt. Gen. Henry Viccellio (l), comdr., CAC, greets Brig. Gen. William L. Clark, deputy chief of Chaplains, Hq., USAF, upon his arrival at Robins AFB, Ga., to attend the CAC Chaplain's Conference, Aug. 23-24. A major topic was the CHAPAR program which was launched about a week later.*



*Focal point of the nationwide CHAPAR program is Hq., CAC, at Robins AFB, Ga. Command Chaplain (now Col.) J. M. Hughes assigns a project to a new CHAPAR located by staff members A3C Steven W. Finnegan and Marquita L. Hendrix.*



*Reserve CHAPARs work from pulpits, desks, or in the field. Chaplain (Maj.) Gerald E. Marsh counsels active duty members of the 908th Radar Sq., near Dobbins AFB, Ga.*





*Operations: SSgt. Pat Hackett of 903rd TCGp., McGuire AFB, logs weather report.*

## Women in the Air Force Reserve

*"There is a place for women in the service, doing the work of men who must be somewhere else...."*

**"Women in the service? Nurses . . . yes—but lady servicemen—this will never work!"**

**Well, it does work!**

IT didn't take American women long to prove that this pessimistic viewpoint was completely unfounded. Shortly after World War II began, they voluntarily donned uniforms and made a significant contribution in every theater of combat operations as well as in the United States.

Today, servicewomen are accepted as important members of every branch of the Armed Forces. Military commanders find that they are dependable, adaptable, deft and energetic. The same applies to women in the Air Force Reserve.

Permanent status for a women's Reserve was granted by the Women's Armed Forces Integration Act on June 12, 1948. This organized the Women in the Air Force (WAF) program and made it an integral part of USAF rather than a separate corps.

There are 241 officer and 505 enlisted WAF serving in the Air Force Reserve. They are making significant contributions as scientists, engineers and mathematicians as well as in such fields as intelligence, administration, supply, information, weather, security, legal and electronics. There are no WAF in the Air National Guard. Female nurses are officers in USAF's medical program and are not considered WAF.

Women with or without prior military service may enlist in the Air Force Reserve to fill positions with units that are usually located close to their homes. There are Air Force Reserve units in every state and in most major cities.

Air Force personnel policies and career management procedures are the same for both sexes. They compete for promotion on an equal basis in all airmen and officer grades through the rank of lieutenant colonel. WAF are eligible for all benefits offered by the Air Force Reserve including pay, travel, education, retirement and the opportunity to serve with community business and industrial leaders who also are members of the Air Force Reserve. Unlike their male counterparts, WAF have no Reserve military obligations other than their original enlistment commitments.

An example of these dedicated women is Major Dora J. Dougherty, one of the few women aviation psychologists and a member of the 9823rd Air Reserve Squadron at Fort Worth, Texas.

Major Dougherty holds both commercial and flight instructor pilot ratings, has logged more than 3,700 flying hours and has held two helicopter world records for women. As a civilian, the major is chief of the Human Factors Division at Bell Helicopter Company. She recently received a \$3,000 award from the American Association of University Women for contributions through research in the human factors field.

How do women become part-time members of the aerospace team?

To be eligible for enlistment, an applicant with no prior military service must be between the ages of 18 and 27. If under 21, written consent of the parents or guardian is required. If the applicant has had prior service, the age limit is 34. The applicant must be unmarried and without dependents, a high school graduate able to pass rigid mental and physical examinations, and be of good moral character. Enlistment periods may be for 2, 3, 4, 5 or 6 years.

WAF recruits must serve a minimum of 120 days of active duty. Normally, this is accomplished shortly after their enlistment. Like male recruits, enlisted women receive six weeks of basic training at Lackland AFB, Texas, where they concentrate on the fundamentals of military life and the history, mission and organization of the Air Force. After the basic course, some go on to technical schools for specialized training.

When the enlistee's period of active duty is completed she attends her unit's training assemblies one weekend each month and takes part in the annual, 15-day summer encampments.

Why do women join the Air Force Reserve Program?

"I joined the Reserves out of patriotism . . . you feel you should go out and do something, anything you can," explains 22-year-old A3C Pamela Adelson.



A Miami Opera Guild soprano, Airman Adelson is a dental technician with the 915th Military Airlift Group at Homestead AFB, Florida. She recently qualified as an expert marksman on the rifle range. WAF are permitted to volunteer for marksmanship training.

Technical Sergeant Frances J. Giordano, one of six WAF in the 2,400-man, 514th Troop Carrier Wing at McGuire AFB, New Jersey, says she is keeping her hands in the Reserve Program so she will be ready to serve in the event of another national emergency.

During World War II, Sergeant Giordano earned the *Asiatic-Pacific Campaign Medal* with one bronze battle star while stationed at Lae, New Guinea. An unexpected recall for the sergeant and her unit, the 514th, and she added two more years of active duty during the Korean Conflict. In addition, her unit played a major support role for the Air Force

during the Berlin, Cuba and Dominican crises, and has participated in many humanitarian missions.

In civilian life, Sergeant Giordano is a secretary with Associated Hospital Service in New York City, but for two days each month she is an administrative aide to the staff judge advocate.

Since September 1965, WAF Reservists have been eligible to earn a commission by attending the Air Force's Officer Training School (OTS) at Lackland AFB. The three-month course includes basic military training and Air Force administration, and stresses the qualities of leadership. Upon graduating, students are commissioned second lieutenants in the Air Force Reserve and are transferred to an active duty base for 30 days of additional training in their specialties. The new officer then returns to her respective Reserve unit for weekend and summer encampment training.

WAF Reservists must be college graduates to be eligible for OTS. They

must be between the ages of 20½ and 29½, be a U.S. citizen with no dependents and be able to pass the physical and mental entrance examinations. Candidates are accepted for OTS only if there is a position vacancy which she can fill after being commissioned. OTS students must agree to serve in the Air Force Reserve for four years after graduation.

The first Reserve WAF to graduate from OTS, Second Lieutenant Betty A. Aycock, finds the Reserve Program a tailor-made vehicle for expressing her ideals of citizenship. She completed her training this year and is continuing her Reserve duties as the information officer with the 917th Military Airlift Group at Barksdale AFB, Louisiana.

"There is a place for women in the service, doing the work of men who must be somewhere else," states Lieutenant Aycock. "I don't want to leave my full-time job, but I want to be ready to serve if needed."



**a/ Administration:** SSgt. Annie Malone and A1C Jennie Jones are two of nine WAF in the 903rd TCGp., McGuire AFB, N. J. Sgt. Malone recently received a direct commission as a captain.

**b/ Information:** 2nd Lt. Betty A. Aycock, first WAF Reservist graduate of Air Force's Officer Training School, is information officer of the 917th MAGp., Barksdale AFB, La.

**c/ Scientist:** Maj. Dora J. Dougherty, 9823rd ARSq., Fort Worth, Tex., was recently cited for scientific research in the human factors field.



*"The outstanding talents and close personal support so freely given by our medical Reservists are indispensable to our mission."*

*2nd Lt. Leona Carder instructs airmen of the 937th USAF Dispensary, Tinker AFB, Okla.*



## 'New Hat' For Reserve Medics . . .

**"STRATEGIC** Reserves." This is a role rapidly being assumed by all members of the Air Reserve Forces as they attain and maintain combat readiness, take on more and more U.S. Air Force assignments, and provide a genuine military defense posture while a rather large part of the Air Force is committed elsewhere. A significant portion of this new "hat" is worn by the medical activities of the Air Reserve Forces.

Basically, their mission is twofold: to provide the medical support required to maintain the highest degree of combat readiness in flying units;

and to provide a backup for the active Air Force hospital system with its many functions including out-patient care and casualty staging.

The unit structure of the Reserve Forces medical program includes hospitals, dispensaries, aeromedical evacuation units and medical service units. Hospitals and dispensaries which support Reserve units assigned to the Tactical Air Command are called tactical hospitals or tactical dispensaries. USAF dispensaries is the designation of medical units supporting wings and groups assigned to the Air Defense and Military Airlift Commands.

The hospitals and dispensaries are integral members of the Air Reserve Forces' flying units. Tactical hospitals furnish support to flying wings and their attached groups, whereas dispensaries support only groups. For example: The Air Guard's 126th Air Refueling Wing at the O'Hare International Airport, Illinois, has three

groups; the 126th, also at O'Hare; the 160th at Clinton County AFB, Ohio; and the 128th at Milwaukee, Wisconsin. The wing and group at O'Hare receive medical support from a tactical hospital. The groups in Wisconsin and Ohio are supported by tactical dispensaries. Consequently, the hospitals are larger than dispensaries and have more people assigned. Each is authorized about 11 officers and 26 airmen whereas a dispensary has approximately 8 officers and 16 airmen.

Mobility is an added requirement for the tactical medical units. Besides functioning from a fixed facility, these Reservists must be able to set up field hospitals and dispensaries quickly and efficiently anywhere in the world.

The Air National Guard has 12 tactical hospitals, 29 tactical dispensaries and 48 USAF dispensaries. Air Force Reserve has 11 tactical hospitals, 21 tactical dispensaries and 9 USAF dispensaries.

The Air Guard has 508 officers, 343 nurses and 2,750 airmen while the Air Force Reserve has 1,386 officers, 567 nurses and 4,938 airmen assigned to the medical program. The services they perform and the training standards they must meet are virtually identical to those of their active duty counterparts. For example, Reservists assigned to medical elements of flying units each year accomplish more than 65,000 dental examinations, 13,000 flight and 52,000 non-flight physicals, 500,000 inoculations, 195,000 laboratory procedures, 75,000 X-rays and 18,000 electrocardiograms. In addition, they participate in flight-line medical programs, environmental health and safety campaigns, and disaster and mobility exercises.

Aeromedical evacuation is an area in which the Air Reserve Forces are



*Simulated nuclear attack "victim" receives transfusion during mobility test by 108th Tac. Hosp., McGuire AFB, N.J.*



contributing an increasing amount of support to the active duty establishment. The mission of these flight nurses and airmen medical specialists is to minister to the sick and injured aboard planes taking them from one point to another.

Since there usually are no doctors present during these flights, the nurses receive special training at the Air Force's School of Aerospace Medicine at Brooks, AFB, Texas. During the six-week course they study such subjects as aviation physiology, psychology, nursing procedures for the in-flight care of patients, and the latest techniques in therapeutics. When they graduate they are awarded the Flight Nurse "wings."

The Air National Guard has seven aeromedical evacuation squadrons and 24 flights. They are a part of units equipped with C-97s and C-121s. Since August 1, 1965, aeromed evac teams have been flying domestic and near off-shore missions for the Military Airlift Command on a regularly scheduled basis.

In addition to the continental U.S., these routes include stops at Alaska, Cuba, Puerto Rico, Bermuda, Panama and Newfoundland. They also fly unscheduled, "feeder-line" runs which can include stops at almost any airport in the country.

The aircraft are equipped to handle litters for stretcher cases as well as ambulatory patients. They also can be adapted to carry special apparatus such as Stryker frames for burn patients; portable respirators; and, can accommodate a variety of cast cases.

The Air Force Reserve has three aeromedical evacuation groups and 11 squadrons. Unlike the ANG units, they are not an integral part of flying units. However, their teams do render valuable support by accompanying the active duty crews of the Military Airlift Command, especially on the Pacific flights from Clark AB in the

Philippines and Tachikawa, Japan.

Last July, MAC began calling these Reserve teams under the *Texas Plan*. This means MAC can use a Reserve team to accomplish a specific mission on a 15-day tour without having to call the entire unit. This allows the Reservists to spread their tours of active duty throughout the year.

Medical Service Units (MSUs) are the most recent addition to the Air Force Reserve medical program. They were established in 1964 to furnish the Air Force with a flexible and widely dispersed force capable of responding to a variety of requirements.

There are 21 Medical Service squadrons and 109 flights. They are manned by physicians, nurses, dentists, veterinarians, and other officers and airmen possessing medical and administrative specialties. In addition, squadrons are authorized a chaplain.

The MSU mission is based on flexibility. The Reservists are able to fuse with their active duty counterparts, replace them, function independently, or consolidate with other MSUs to meet expanded requirements. In addition, their mobility allows them to perform casualty staging functions from tent facilities erected near a battle zone. This includes evaluating the seriousness of injuries, giving emergency treatment, and preparing the wounded for evacuation. MSU personnel train at active duty USAF hospitals throughout the continental U.S. and in Alaska, Hawaii and Puerto Rico. Their gaining command is the same as those of the active duty units with which they train.

One of the most unusual medical missions is accomplished by the ANG medical specialists deep in the jungles of Panama. During "summer encampments" at Howard and Albrook AFBs, these members of Air Commando dispensaries participate in the *Civic Action* program conducted by the U.S. Air Forces Southern Command. Medi-

cal teams travel by helicopter to isolated jungle villages where they spend several days to give medical and dental treatment to the inhabitants and to help improve sanitary conditions. In one such visit to the village of Circito, an ANG doctor and medical technician treated more than 200 patients while a dentist performed 187 extractions.

In addition to the personnel assigned to units, some Air Force Reservists in the individual program hold mobilization assignments at active duty hospitals and major commands.

Reserve Medical Liaison Officers also make an important contribution to the Air Force in the field of recruiting. In most cases, these officers are on the faculties of medical schools where they are in close contact with the students. MLOs stress the advantages of an Air Force career, counsel students, answer questions, and assist them in applying for a commission.

In every phase of military medicine, Reservists are contributing to the Air Force mission. Their importance is best summed up by Major General Alonzo A. Towner, deputy surgeon general of the Air Force.

"It is our firm policy to provide the best possible medical support to the men and women of the entire Air Force including the Reserve Forces. The outstanding talents and close personal support so freely given by our medical Reservists are indispensable to our mission.

"We are, indeed, extremely fortunate in being able to depend, as we do, on the capabilities of medical Reservists for productive activity in their training periods. They provide the very vital and necessary medical support for Reserve Force unit personnel to get and maintain real combat readiness. They also give us significant support in our day-to-day military mission activities. We are close partners in peace as well as in war."



◀ A nurse of the 103rd Aeromed Evac. Flt. (ANG), Willow Grove, Pa., tends a military patient being airlifted to a hospital near his home.

Cooperation from active duty men like A3C Edward E. Little, 814th Med. Gp., is "backbone" of Reserve training. A2C William A. Bergeron II and MSgt. Peter S. Carozza, 21st MSSq. observe supply activities at Westover AFB, Mass.





**Hon. Harold Brown**

*The Secretary conducts all affairs of the Department including operations, training, logistics, welfare and research and development.*



**Hon. Norman S. Paul**

*The Under Secretary has principal responsibility for the overall operation and management of the Air Force Reserve and Air National Guard.*



**Dr. Eugene T. Ferraro**

*The Deputy Under Secretary (Manpower) manages all Reserve Forces resources and research in manpower utilization, training and education.*



**Dr. Theodore C. Marrs**

*The Deputy for Reserve and ROTC is responsible for all phases of the AFRes, ANG, ROTC and CAP at the Secretary of the Air Force level.*



## Voice In Policy

What is it?

Who sets it for the Air Reserve Forces?

**P**OLICY is the accepted way to approach a problem, accomplish an objective or decide what things to do and in what order. Policies govern every area of the Air Reserve Forces including organization, distribution, and type and degree of training.

The Under Secretary of the Air Force is responsible for supervising the activities of the Air Reserve Forces. His decisions are based on the advice of many people, allowing all echelons of command (including the individual Reservist) an opportunity to present opinions.

The Deputy Under Secretary for Manpower and his Deputy for Reserve and ROTC are the Under Secretary's principal advisors on matters pertaining to the Air Reserve Forces. Each has broad experience in his respective field and intimate knowledge of current programs and problems. Their advice provides a solid foundation for the decisions affecting the Air National Guard and the Air Force Reserve.

These officials review the recommendations of the Air Reserve Forces Policy Committee and proposed actions by the Air Staff. They also represent the Secretary of the Air Force before Congressional committees and on various boards dealing with the Air Reserve Forces.

The Under Secretary also relies on the expert knowledge of the members of the Air Staff, the Air Reserve Forces Policy Committee, and all sections of the Department of the Air Force having an interest in Reserve affairs. This includes assistant secretaries for financial management and

installations and logistics, the general counsel, and directors of information and of legislative liaison.

The Air Reserve Forces Policy Committee (ARFPC) is composed of 18 members: six from the Regular Air Force (members of the Air Staff), six from the Air Force Reserve and six from the Air National Guard. In addition, there are 10 alternate members: one for each active duty member, two for the Air Guard and two for the Air Force Reserve. The senior reserve officer (ANG or AFRes) serves as chairman and the senior officer of the other reserve component serves as vice chairman.

Administrative support for the committee is provided by the executive secretary, a Reservist on active duty. He keeps committee members informed of significant matters between meetings and maintains liaison with the Air Staff, other military groups, and with civilian organizations having an interest in reserve affairs. The executive secretary also monitors the activities of the Air Reserve Forces Policy Councils at major commands.

Items for consideration by the committee come from several sources; committee members, the Air Staff, the major commands and their policy councils, individual members of the Air Reserve Forces, and from civilian organizations such as the Reserve Officers, National Guard, and Air Force Associations. Normally, before each meeting, an agenda committee reviews all items and selects those of sufficient importance for consideration by the full committee.

Before the ARFPC meets, items selected by the agenda committee are forwarded to Air Staff offices of primary interest for preparation of background material and for comments. The ARFPC then considers each agenda item on the basis of all information available and also calls on the Air Staff for briefings and expert advisors to help the full committee determine solutions for the problems under study. Recommendations are determined by a majority vote provided that an equal number of members from each component (at least four each from the Regular Air Force, the Air National Guard, and the Air Force Reserve) are present.

The committee's comments and recommendations are forwarded to the Secretary of the Air Force along with the Air Staff comments on each recommendation. After reviewing the report of the committee, the secretary normally approves or disapproves each recommendation on its merits. If a recommendation is approved, it becomes Air Force policy and is returned to the chief of staff for implementation. (This may involve a simple change to an Air Force directive or preparation of additional proposals for changes in Department of Defense policy—or, even for new legislation). In certain cases, the secretary defers a decision until additional information is available. In other cases, if he finds that a recommendation is good in principle but its implementation is not feasible, he may direct special action by the chief of staff in an effort to resolve the problem.



## ANG



M/G L. A. Curtis  
Chairman



Col. C. F. Bock  
Executive Secretary

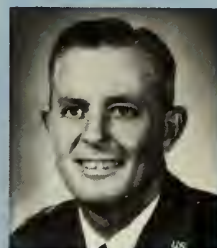


M/G R. D. Potts Jr.  
Vice Chairman

## Regular



M/G G. B. Greene Jr.



M/G J. J. Catton



M/G B. C. Harrison



M/G L. F. Dusard Jr.



M/G J. H. Bell



M/G W. P. Swancutt



M/G D. E. Shafer Jr.



M/G D. J. Smi



M/G J. C. Davies Jr.



B/G N. E. Allen



B/G W. W. Spruance

## Air Reserve Forces Policy Committee



B/G R. W. Smart



B/G W. W. Millikan



B/G K. E. Keene



B/G D. J. Campbell



B/G T. E. Marchbanks Jr.

## Alternates



B/G F. A. Bailey



B/G J. A. Johnston



B/G W. R. Harpster



B/G J. L. Murray





Dr. Eugene T. Ferraro

## Education: USAF's New Frontier

*"... improved and superior educational processes have a significant bearing on all that we do."*



Maj. Gen. Leo F. Dusard Jr.

- What should we be teaching?
- How should we do it?
- Are we getting results?

THE Air Force is striving for a quantum jump in the fields of education and training by helping to find the answers to these questions. It is calling for an all-out effort by military, government and civilian agencies concerned with improving educational technology.

"If industry can help us to hurl ourselves into vast space, might we not hope to have industry help us probe mental space and maximize our contributions in this area. . . . The time has come to bring to bear the force of this analysis and solution technique to education and training. This area has earned a priority for such attention from our best analysts, economists, and administrators."

These were the remarks of Dr. Eugene T. Ferraro, deputy under secretary of the Air Force for Manpower, during a recent meeting with some 500 educators from the United States and more than 60 foreign countries. Dr. Ferraro and Major General Leo F. Dusard Jr., are the leaders in the Air Force's drive to improve the teaching-learning processes. General Dusard is the director of Personnel Training and Education for the Air Force.

*Why so much interest in this area?*

Dr. Ferraro answers: "The military services are the largest educational complex in the nation. . . . Nearly all Defense Department activity, except actual warfare, is a form of education and training for that eventuality. Therefore, improved and superior educational processes have a significant bearing on all that we do. This is particularly true in the Air Force, where we have such a high proportion of technical skill requirements."

*What should we be teaching?*

General Dusard: "In determining what to teach, we first determine in detail the job tasks of each specialty and annotate each task with an estimate of the knowledge and the skill required. This listing is compiled by experts in the job specialty and refined by the supervisors of airmen working in that specialty. The refined list is our most accurate and representative guide for the development of the course curriculum."

*How should we do it?*

General Dusard: "Converting the tasks to teaching objectives is an extremely important function, for only the essential knowledge required should be imparted to the student. . . . The Air Force needs results fast. We can't afford the leisurely pace of total academic immersion. . . . We have had to identify not only what to teach, but also what not to teach, to eliminate luxurious frills, to get the military job done quickly. . . . The nice-to-know and trivia can be acquired with experience and in on-the-job training. . . . We have learned there is a systematic method to be followed in converting the job tasks to objectives and that one person alone cannot produce as effective a course of instruction as a team of specialists. It is the team's responsibility to convert the job tasks to an effective course. They assemble the knowledge, determine the optimum



class size, the techniques to be employed, the optimum student/instructor ratios for each learning objective, and most of all, the necessary training devices, aids and instructional media to be used.

"Until World War II, training was conducted primarily by the teacher imparting knowledge from the lecture platform. But since that time, technology has advanced at so rapid a pace we cannot afford the luxury of that time-honored method. Furthermore, there are too few expert teachers. . . . We must find a way to expose the student to the best teachers. Thus, we are applying to some extent educational television and the training film in which only excellent teachers are used. We have also found that exposing the students to simulated job conditions fosters learning greatly. The development of equipment-centered instruction and the application of laboratory techniques has paid off. . . . We are extremely pleased with the results obtained from the art of programmed instruction: both in time saved by shorter courses and in the greater retention of knowledge by the student. . . . Many of the new techniques and technology must be proved: computer assisted instruction, dial access, cartridge films, the integrated student carrel are but a few. All of these appear to be costly innovations, but I am confident many can be efficient, cost-effective techniques. . . . We are pressing for a 'break-through' in the teaching-learning process."

*Are we getting results?*

Dr. Ferraro: "The Air Force can provide a significant 'proving ground' for research. Our organizational structure would appear to offer excellent opportunities to determine whether one approach or another is superior. Our testing feed-back can encompass not only the normal 'final examination' equivalents but also performance on the job. Here is where both curriculum and instruction have to meet the ultimate test, and this has to be done on a tight time span because of the limited period we can get useful output from the trained man."

*What lies ahead?*

Dr. Ferraro: "The need for better educational process is so critical that we must not overlook any arrangement which will improve the national education and training effort. We in the Air Force believe that there is much to be gained by associating ourselves with competent research and development everywhere. . . . Looking to the future, I feel confident that, in the period directly ahead, some significant progress will be made in education and training. . . ."

*How does this affect the Air Reserve Forces?*

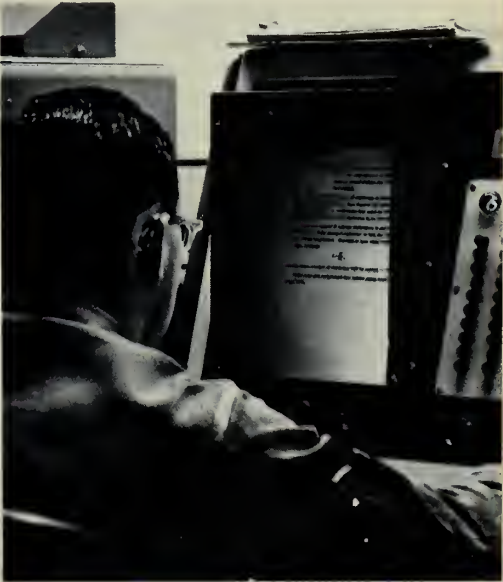
Dr. Ferraro: "The Air Force has been a leader in the development of a systems approach which has served us well in solving a number of massive, complex and difficult problems. We

have already begun to apply these analyses and study techniques to the vast area of manpower management and personnel training and administration. I firmly believe that we can apply them also to all aspects of our Air Reserve Forces programs. . . . When Secretary of the Air Force Harold Brown says 'Air Force,' he is speaking of the total Air Force—the active duty establishment, the Air National Guard, and the Air Force Reserve."

**The opportunities?**

More than 900 schools are available to members of the Air Reserve Forces. The majority of the Air Force's educational programs are conducted by the Air University and the Air Training Command. In addition, Reservists are eligible to attend various courses offered by their gaining commands and by other branches of the Department of Defense.

see NEXT page



*The Air Training Command uses ▲ electronic educational aids requiring student participation . . . a key factor in increasing retention and achieving high level skill proficiency quickly.*

◀ *Lecturers at the Air University give an added dimension to their topics through an "instructograph." This training aid is used to present slides, movie films or transparencies.*





*The "Gray Team:" These ICAF officers of the four services travel throughout the nation presenting the National Security Seminar course. (l-r) Colonels M. J. Weber, W. L. Flake and C. E. Pister; Captain A. F. Johnson, team chief; and, Colonels D. C. Bird and R. T. Hof.*

### Air Training Command

The Air Training Command (ATC) conducts one of the largest technical-school systems in the world. Since 1947, it has trained more than 5,700,000 men. This includes practically every member of the Air Reserve Forces. All non-prior service Reservists receive basic training at Lackland AFB, Texas. As many as 2,300 of them have attended this school in a one-month period.

Following the basic course, many Reservists are eligible for technical training at one of ATC's five centers. At these schools they receive primary and advanced instruction in all non-rated specialties. During fiscal year 1965, almost 3,000 Air Force Reservists and 6,524 Air National Guardsmen attended these resident courses.

### Air University

The Air University is the professional education center of the Air Force. Among its resident schools are the Air War College, Air Command and Staff College, and Squadron Officer School.

The University also conducts the largest correspondence school in the world, the Extension Course Institute. ECI currently offers 198 courses and has a worldwide enrollment of 374,947 students. This includes more than 9,000 officers and 14,000 airmen of the Air Force Reserve, and about 2,200 officers and 33,000 airmen of the Air National Guard.

Reservists attending resident courses are placed on active duty for the duration of the schooling and are credited with one retirement point for each day. Those taking correspondence courses receive one point for every three hours of study. For example: ECI's Photographic Technician course is rated at 96 hours for which the Reservist receives 32 retirement points.

### Industrial College of the Armed Forces

The Industrial College of the Armed Forces (ICAF) is an example of a joint educational institution. In addition to a 10-month resident course, the college conducts a correspondence course and a National Security Seminar program. Through this unique program, Reserve officers are able to attend a refresher course in the management of national security resources.

Since 1948, ICAF has presented 279 of the two-week seminars in 157 cities, from Anchorage, Alaska, to Miami and from Honolulu to Portland, Maine. Four lectures are presented each day by senior military officers of the ICAF faculty. The lectures are augmented by excellent visual aids and selected films. Lecture contents are based on the resident curriculum.

Seminars provide attendees with a well-rounded background on our Nation's resources for defense and an up-to-date, factual analysis of the threats to the security of the United States

and the Free World. Many Reserve officers attend a Seminar every three or four years as a means of keeping current in the economic, military, and political aspects of national security.

The first National Security Seminar of the 1966-67 academic year was scheduled at Baton Rouge, Louisiana, from September 26 through October 7. The remaining Seminars are: Moline, Illinois, November 7 to 18; Gainesville, Florida, January 16-27; Yakima, Washington, February 13-24; Long Beach, California, March 6-17; Wichita Falls, Texas, April 17-28; and Groton, Connecticut, May 15-26.

### Air Force Academy

One of the finest educational opportunities available to members of the Air Reserve Forces is the Air Force Academy at Colorado Springs, Colorado. The four-year course includes a 188 semester-hour curriculum and cadets may select from 22 majors and graduate with a bachelor of science degree and an academic major in the field they select. Graduates are commissioned second lieutenants in the Regular Air Force.

Applications may be submitted, through unit commanders, to the Director of Admissions at the Academy for a determination of eligibility. The Academy Catalog may be obtained by writing to the Registrar, USAF Academy, Colorado 80840.

### The "GI Bill"

Many members of the Air Reserve Forces also are eligible for government assistance in financing their educations at civilian schools. Educational benefits under the new GI Bill are available to Air National Guardsmen and Air Force Reservists who were called to active duty during the Berlin and Cuba crises. In addition, those who served on voluntary extended active duty can count that time toward their eligibility.

The amount of school time for which a person is eligible depends upon the amount of time he spent on active duty. For example: If an Air Guardsman were on active duty for 340 days during the Berlin Crisis, he is eligible for 340 days of government-supported schooling. However, time spent in an "active duty for training" status does not count. Further information may be had by contacting any regional office of the Veterans Administration.



# Help Wanted

**LEGEND:** Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies and the grades indicate the highest grade position available. For information on listed positions, write directly to the unit using address given.

**Officer**

*Air Transportation:* (Capt.) 42.  
*Comdr:* (Col.) 49. (Lt. Col.) 14.  
*Dental:* (Maj.) 12, 13, 29, 49.  
*Medical:* (Lt. Col.) 1, 3, 9, 15, 32, 36-39. (Maj.) 7, 10-14, 20, 23, 29, 45, 48-51. (Capt.) 17, 38, 43.  
*Medical Service:* (Lt. Col.) 48. (Maj.) 10, 23, 41.  
*Navigator:* (Capt.) 54.  
*Nurse:* (Lt. Col.) 21. (Maj.) 7, 18, 39, 44, 49, 50, 52. (Capt.) 1, 4, 5, 7, 8, 10, 12, 13, 15, 19, 20, 22, 23, 26, 41, 43, 48, 51. (Lt.) 3, 11, 14, 17, 29, 31, 32.  
*Pharmacy:* (Capt.) 1, 8, 15, 50.  
*Pilot:* (Capt.) 54.  
*Radiology:* (Lt. Col.) 15. (Maj.) 44.  
*Veterinary:* (Lt. Col.) 21. (Maj.) 7, 10, 11, 20, 23, 26, 29, 31, 34, 35, 37, 45, 46, 49. (Capt.) 19.

**Airmen**

*Aeromedical:* (TSgt.) 14, 18, 19, 35, 37, 41, 48. (SSgt.) 8, 23.  
*Air Freight:* (SSgt.) 27. (A1C) 6.  
*Air Passenger:* (SSgt.) 27.  
*Air Transportation:* (MSgt.) 27. (TSgt.) 16.  
*Food Svc:* (MSgt.) 46. (SSgt.) 28.  
*Dental:* (SSgt.) 49. (A1C) 15, 17, 29, 37, 48, 51.  
*Medical Administration:* (MSgt.) 11. (TSgt.) 10, 28, 49. (SSgt.) 33, 36.  
*Medical Laboratory:* (TSgt.) 3, 4, 10, 11, 17, 18, 24, 26, 36, 38, 41, 44, 46, 48. (SSgt.) 5, 28. (A1C) 23.  
*Medical Material:* (MSgt.) 3, 23, 40. (SSgt.) 24, 28, 38.  
*Medical Services:* (MSgt.) 1, 4, 10, 11, 13, 18, 20, 21, 24, 29, 34, 37, 40, 49, 50, 52. (TSgt.) 12, 23, 28, 39. (SSgt.) 5, 8. (A1C) 17.  
*Operating Room:* (SSgt.) 5, 20, 23, 49, 52. (A1C) 17, 35, 48.  
*Personnel:* (TSgt.) 2.

*Pharm:* (TSgt.) 10, 19, 23, 24, 33, 35-38, 41, 48, 49, 51. (SSgt.) 18.  
*Psychiatric Ward:* (SSgt.) 40, 52.  
*Postal:* (SSgt.) 2.  
*Preventive Medicine:* (TSgt.) 4, 10, 11, 20, 35, 41, 46, 48. (SSgt.) 5.  
*Radiology:* (TSgt.) 11, 18, 23, 24, 26, 36, 38, 41, 45, 46, 48, 51. (A1C) 20.  
*Veterinary:* (MSgt.) 21. (SSgt.) 19, 32, 35, 37, 38, 48.  
*X-Ray:* (TSgt.) 32.

**ANG Technician**

*(Aerospace Ground Equip. Repairman, NGW-10)* 53. \$6,697 yr. AFSC 42153.  
*(A/C Electrical Repairman, NGW-10)* 53. \$6,697 yr. 42350.  
*(A/C Elect. Nav. Repairman, NGW-11)* 30. \$6,905 yr. 30151.  
*(A/C Instrument Repair Tech., NGW-11)* 56. \$6,635 yr. 42250.  
*(A/C Mechanic, NGW-10)* 53. \$6,697 yr. 43151A; 56. \$6,406 yr. 43151C.  
*(A/C Pneudraulic Tech., NGW-11)* 47. \$6,635 yr. A1C/42152 or 42172.  
*(A/C Pneudraulic Repairman, NGW-10)* 53. \$6,697 yr. 42152.  
*(A/C Propeller Repairman, NGW-10)* 53. \$6,697 yr. 42151A.  
*(A/C Radio Repairman, NGW-11)* 30. \$6,905 yr. 30150.  
*(A/C Radio Maint. Tech., NGW-11)* 55. \$7,082 yr. 30150 or 30170.  
*(Airborne Comm/Nav. Mech., NGW-11)* 56. \$6,635 yr. 3013X.  
*(Auto Flt. Control Systems Spec., NGW-10)* 30. \$6,697 yr. 32550A.  
*(Engine Mech. Jet, NGW-10)* 56. \$6,406 yr. 43250.  
*(Fire Control Systems Tech.)* 25. Any radar experience with MG-10 desirable. Salary in accordance with experience.  
*(Instrument Repairman, NGW-10)* 53. \$6,697 yr. 42250.

- | KEY | UNIT   |
|-----|--|
| 1.  | 486th Medical Service Flt., Williams AFB, Arizona, 85225             |
| 2.  | 2nd Air Postal Gp., 2155 Webster St., Alameda, California, 94505     |
| 3.  | 545th Medical Service Flt., Hamilton AFB, California, 94934          |
| 4.  | 440th Medical Service Flt., Oxnard AFB, California, 93033            |
| 5.  | 25th Medical Service Sq., Travis AFB, California, 94535              |
| 6.  | 82nd Air Terminal Sq., Travis AFB.                                   |
| 7.  | 459th Medical Service Flt., Dover AFB, Delaware, 19901               |
| 8.  | 547th Medical Service Flt., Dover AFB.                               |
| 9.  | 452nd Medical Service Flt., Eglin AFB, Florida, 32542                |
| 10. | 471st Medical Service Flt., Homestead AFB, Florida, 33033            |
| 11. | 491st Medical Service Flt., Homestead AFB.                           |
| 12. | 453rd Medical Service Flt., Patrick AFB, Florida, 32925              |
| 13. | 458th Medical Service Flt., Patrick AFB.                             |
| 14. | 432 Medical Service Flt., Tyndall AFB, Florida, 32403                |
| 15. | 446th Medical Service Flt., Robins AFB, Georgia, 31093               |
| 16. | 91st Air Terminal Sq., Chicago-O'Hare IAP, Illinois, 60666           |
| 17. | 412th Medical Service Flt., Bunker Hill AFB, Indiana, 46971          |
| 18. | 512th Medical Service Flt., Forbes AFB, Kansas, 66620                |
| 19. | 466th Medical Service Flt., England AFB, Louisiana, 71301            |
| 20. | 402nd Medical Service Flt., Otis AFB, Massachusetts, 02542           |
| 21. | 22nd Med. Svc. Sq., 2101 W. Rodgers Ave., Baltimore, Maryland, 21209 |
| 22. | 493rd Medical Service Flt., Columbus AFB, Mississippi, 39701         |
| 23. | 419th Medical Service Flt., Keesler AFB, Mississippi, 39534          |
| 24. | 438th Medical Service Flt., Richards-Gebaur AFB, Missouri, 64031     |
| 25. | 120th Fighter Gp., Great Falls IAP, Montana, 59401                   |
| 26. | 487th Medical Service Flt., Pease AFB, New Hampshire, 03801          |
| 27. | 88th Air Terminal Sq., McGuire AFB, New Jersey, 08641                |
| 28. | 33rd Medical Service Sq., McGuire AFB.                               |
| 29. | 454th Medical Service Flt., Kirtland AFB, New Mexico, 87117          |
| 30. | 106th Military Airlift Gp., USNAS Brooklyn, New York, 11234          |
| 31. | 35th Medical Service Sq., USNAS Brooklyn.                            |
| 32. | 444th Medical Service Flt., Griffiss AFB, New York, 13442            |
| 33. | 431 Medical Service Flt., Niagara Falls IAP, New York, 14306         |
| 34. | 429th Medical Service Flt., Stewart AFB, New York, 12550             |
| 35. | 430th Medical Service Flt., Suffolk County AFB, New York, 11978      |
| 36. | 460th Medical Service Flt., Pope AFB, North Carolina, 28308          |
| 37. | 464th Medical Svc. Flt., Seymour Johnson AFB, North Carolina, 27530  |
| 38. | 504th Medical Service Flt., Grand Forks AFB, North Dakota, 58201     |
| 39. | 503rd Medical Service Flt., Lockbourne AFB, Ohio, 43217              |
| 40. | 448th Medical Service Flt., Wright-Patterson AFB, Ohio, 45433        |
| 41. | 479th Medical Service Flt., Vance AFB, Oklahoma, 73701               |
| 42. | 92nd Air Term. Sq., 1160 Wyoming Ave., Wyoming, Pennsylvania, 18644  |
| 43. | 496th Medical Service Flt., Bergstrom AFB, Texas, 78743              |
| 44. | 20th Medical Service Sq., Carswell AFB, Texas, 76127                 |
| 45. | 427th Medical Service Flt., Dyess AFB, Texas, 79607                  |
| 46. | 422nd Medical Service Flt., Ellington AFB, Texas, 77030              |
| 47. | Hq Air Base Det., ANG, Ellington AFB.                                |
| 48. | 473rd Medical Service Flt., Goodfellow AFB, Texas, 76904             |
| 49. | 478th Medical Service Flt., Sheppard AFB, Texas, 76311               |
| 50. | 480th Medical Service Flt., Webb AFB, Texas, 79721                   |
| 51. | 449th Medical Service Flt., Hill AFB, Utah, 84401                    |
| 52. | 27th Medical Service Sq., Langley AFB, Virginia, 23365               |
| 53. | 192nd Tactical Fighter Gp., Byrd Fld., Sandston, Virginia, 23150     |
| 54. | 144th Air Transport Sq., Kulis ANG Base, Anchorage, Alaska 99501     |
| 55. | 146th Military Airlift Wg., Van Nuys, California, 91409              |
| 56. | 113th CAMRON, Andrews AFB, Washington, D.C., 20331                   |

*(Inventory Management Spec., NGC-3)* 53. \$4,269 yr. 64550.  
*(Metal Work Tech., NGW-11)* 53. \$6,572 yr. 53450 or 53470.  
*(Munitions/EOD Spec., NGW-12)* 56. \$6,864 yr. 46450.  
*(Reciprocating Engine Mech., NGW-10)* 30. \$6,697 yr. 43251.

### Intelligence Specialists

Officers and airmen: If you have had experience in one of the career fields listed below, there are many interesting positions open in these general locations: California; the

Denver area; the Seattle-Tacoma section of Washington; the Chicago-Detroit-Indianapolis region; and the New York-Philadelphia-Washington, D.C. area. The specialties and highest grades available are: 8054, Intelligence (foreign language capability desirable)-Maj.; 2895-H, Technical Intelligence-Maj.; 1575, Electronic Warfare-Capt.; 9326, Med. (general)-Capt.; 20370, Foreign Language-MSgt.; and 20490, Intelligence-SMSgt.

For details, write to: Reserve Affairs, 1127th USAF Field Activities Gp., Ft. Belvoir, Va. 22060.



OUR COVER . . . salutes all Women in the Air Force Reserve. A3C Pamela Adelson is just one of many WAF performing important missions for the Air Force. (See page 6)

## the air reservist

Vol. XVII—No. 9 November 1966

Air National Guard  
Air Force Reserve Civil Air Patrol

**General John P. McConnell**  
Chief of Staff, United States Air Force

**Maj. Gen. Richard S. Abbey**  
Ass't Chief of Staff Reserve Forces, USAF

EDITOR: Fred E. Giachino  
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The material contained in The Air Reservist is listed in the Air University Periodical Index.





a/ SSgt. Albert Richmond Jr., and A1C Clifford Bounds, "Outstanding Pararescuemen of Year" in 302nd ARRSq., Luke AFB, Ariz., wear their new maroon berets as the first Reservists to earn this distinction. . . . b/ NORAD command director, Col. William Smutz Jr., worked the console in Cheyenne Mountain's underground operations center during his active duty tour. He is the only Reservist to serve in this capacity. . . . c/ For cutting the Vietnam on-ground turn around time in half, the "Tiger Award" was recently presented to ANG aircrew of 168th Military Airlift Gp., Olmsted AFB, Pa., by MAC's Da Nang-based 617th Support Sq. Maj. Floyd Corder Jr. (l), aircraft commander, accepts the award from 168th's Maj. Robert Eno Jr. . . . d/ "California Commendation Medal" is awarded to Capt. Bonnie Saunders, ANG Honor Graduate of USAF's Flight Nurse course, by Brig. Gen. Raymond Kopecky, comdr., 146th MAWg., Van Nuys. As civilian she's a nurse in Los Angeles' Mt. Sinai hospital.

## reserve camera



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## Washington report . . .

The Military Airlift Command (MAC) will need 150 Reserve navigators for duty with the Civil Reserve Air Fleet (CRAF) by July. They will train with MAC crews flying its global air routes. The Reserve Navigator Training Program is being reorganized to provide global training in MAC C-141, C-135 and prop-jet aircraft for support of CRAF. Navigator training at Andrews AFB, Md., will be shifted to Dover AFB, Del., in July and training at O'Hare IAP, Ill., and Homestead AFB, Fla., will be discontinued. Other East Coast training will continue at McGuire AFB, N. J. In California, Travis and Norton AFBs will take over training now conducted at Hamilton and March.

The Industrial College of the Armed Forces' seminar program will undergo major changes for the 1967-68 academic year. The current schedule of seven National Security Seminars will continue through the 1966-67 academic year. The new program will be a series of one-week seminars specifically concerned with the problems and techniques of Defense management. They will be presented on military installations rather than in civic or educational institution auditoriums. Conferees will be Reserve and active duty field grade officers, and Civil Service personnel of Grade GS-14 and above.

ANG pilots and support personnel will head north this month to take part in "Frontier Assault," a joint Air Force-Army cold weather exercise to be held in Alaska, January 23 to February 14. Participating aircraft will include six RF-84Fs from the 127th Tactical Reconnaissance Wing, Detroit, Mich.; and sixteen F-84Fs, eight from the 102nd Tactical Fighter Group, Westfield, Mass., and eight from the 102nd Tactical Fighter Group, Boston. The F-84s will make the trip to Alaska and return with the assistance of KC-97 tankers of ANG's 136th Air Refueling Wing.

Two Alaskan operations, "Gold Rush II" and "Dall Sheep," involved nine units of the Air Reserve Forces. "Gold Rush" was a tactical fighter-air mobility exercise held during the last week in October. A composite strike force of F-84Fs of the 180th Tactical Fighter Group, Toledo Express Airport, Ohio, deployed to Elmendorf AFB. They were refueled by KC-97s of the 136th Air Refueling Wing, Dallas, Texas, and the 134th Air Refueling Group, Knoxville, Tenn. Assisting the Air Guardsmen were Air Force Reservists of the 94th Military Airlift Wing, Hanscom Field, Mass.; 433rd Troop Carrier Wing, Kelly AFB, Texas; and the 459th Military Airlift Wing, Andrews AFB, Md. Flying C-124s, the Reservists airlifted the ground support equipment and personnel from Ohio to Alaska. "Dall Sheep" was a joint air-ground exercise held in the Fort Greely area during the first week of November. The 180th's fighters were used to provide close air support for the U.S. Army Alaska and the Alaskan Command ground forces. During "Dall Sheep," Air Force Reserve C-124s were used to transport passengers and equipment of the participating forces. Members of three military airlift wings participated: the 349th, Hamilton AFB, Calif.; the 452nd, March AFB, Calif.; and the 445th, Dobbins AFB, Ga.

A major reorganization of Air Force Reserve Aeromedical Evacuation (AME) units became effective January 1. Fifteen AME flights were activated, three groups and two squadrons were inactivated, and nine other existing units were reorganized. All 24 of the units are assigned to Military Airlift Command (MAC) Reserve airlift groups. The realignment will provide MAC with an expanded capability to perform its worldwide aeromedical evacuation of ill and wounded.

 *Happy New Year* 





## the Air Force team

*"... it is the sum total of us all who make up the Air Force. Our combined efforts produce the single effect—Air Power."*

by Maj. Gen. Richard S. Abbey  
Asst. Chief of Staff, Reserve Forces

**D**URING the past year I very often watched C-97, C-121, and C-124 aircraft fly into Tan Son Nhut Airfield at Saigon, off-load essential cargo, reload, and after just a few short hours take off again on the long, tiresome flight back to some home base in the United States. The flights in and out of Saigon for these crews were not without their share of the perils of war. The Viet Cong riflemen were just as eager to bring down these aircraft as any other.

Air traffic at Tan Son Nhut is not entirely unlike traffic at any other busy international airport. So observing specific aircraft is in itself not unusual. However, there was a difference in this case. Those C-97s and C-121s belonged to the Air National Guard and the C-124s to the Air Force Reserve. And the crews flying them were composed of "citizen-airmen"

performing voluntary missions to lend assistance to the active Air Force.

Observing this activity alone it was quite easy for me to develop a great appreciation for the fact that these might be civilians throughout most of the year but when they were flying those airlift planes with the U.S. Air Force markings, delivering much needed supplies to our fighting men in Vietnam, they were in every sense members of the Air Force team. You can be sure this helped me to develop a real appreciation of this special and important resource the Air Force enjoys.

Of course, I realize the flying program is only one part of this resource. I have become more acquainted with this fact during the past several months, since becoming the Assistant Chief of Staff for Reserve Forces. While not everyone is a member of an aircrew flying to far off places, it is the sum total of us all who make up the Air Force. Our combined efforts produce the single effect—Air Power.

The development of Air Reserve Forces which are most productively attuned to Air Force needs will require changes in plans and programs. Changes do have an impact upon each of us as individuals. But, the net result is reflected in greater Air Power through a better Air Force. In our personal as well as "team" dedication, that is what you and I are striving to accomplish.

Most important during this time period is the continuation of the splendid effort being displayed today by the members of our Air Reserve Forces. Whether you are serving as an individual or part of an organized unit, the need for proficiency will never diminish. The expert augmentation being given our active force today in airlift, aeromedical evacuation, air defense missions, runway alerts, air terminal participation, Army and Air Force joint training exercises, and the multitude of other areas where volunteer Air Guardsmen and Air Force Reservists are participating daily represents the best evidence we can produce for the need of capable, trained and "ready-now" Air Reserve Forces.

I look forward to my tenure as Assistant Chief of Staff for Reserve Forces with great enthusiasm. I am sure in the months ahead I shall have the opportunity and pleasure of meeting with many of you as I visit various parts of the country to further acquaint myself with the program of our Air Reserve Forces.

May I also take this opportunity to wish each of you and your families the very best for the coming new year.

## Public Laws . . .

Three bills of interest to the Air Reserve Forces became public law prior to the adjournment of the 89th Congress.

*P.L. 89-614.* Effective January 1, *Title III* retirees and their dependents became eligible for the same medical benefits as other retirees and their dependents. The new law did away with a former requirement for eight years of active duty. Retirees and dependents now have the choice of military facilities (space available) or medical care from civilian sources.

Charges for care at military hospitals would be the same as for dependents of active duty personnel. Inpatient care at civilian hospitals requires a flat payment of 25 per cent of the total cost by the beneficiary, with the government paying the balance. Civilian outpatient care involves a \$50 annual deductible per person with a maximum of \$100 per family and the beneficiary paying 25 per cent of the remaining cost.

Everybody converts to Social Security Medicare at age 65; however, existing space-available benefits at military facilities do not change.

*P.L. 89-650.* "Appointments to Service Academies"—provides for the appointment for sons of career reserve officers and sons whose fathers were killed or disabled while on active duty.

*P.L. 89-652.* "Revocation of Retired Pay"—protects the retirement benefits of members of the Air Reserve Forces. Effective October 14, 1966, the Secretaries of each service must notify a retiree, in writing within one year after he leaves that service, that he has completed retirement requirements. His eligibility can not be denied or revoked after the year because of an error or miscalculation except for fraud or misrepresentation of the retiree and affects only those who retire after the effective date of the public law.

### CORRECTION

In the November issue featuring the members of the Air Reserve Forces Policy Committee (Page 11), the "th" in the name of Major General Donald J. Smith was obliterated during the printing process. General Smith is the Chief of Staff of the Illinois Air National Guard, O'Hare International Airport, Chicago.





## ANG's "positive day-to-day contributions"

*Secretary of the Air Force Harold Brown addressed the 88th General Conference of the National Guard Association of the United States on October 17 at Phoenix, Arizona. Excerpts from his speech follow:*

**T**HE most obvious strength of the National Guard lies in the fact that it is a resource of people and equipment, and, above all, capability.

No longer do we regard the Guard as simply a stand-by force. For some time we have been conceiving of it as an actual "in-being" supplement to the Regular forces, even while it still holds its reserve status. Mission areas for the Guard, therefore, are designed to serve not only a training function, but also to make a positive day-to-day contribution to the Active Forces.

We are now getting something like 60 per cent of the effort from many of our Air Guard airlift units that we would get if we called them up.

When you think about it, this is really a fantastic figure.

From May 1965 to May 1966, the Air National Guard flew almost 3,000 overseas trips, hauled over 23,000 tons of cargo, and transported almost 100,000 passengers. The Guard trav-

by the Honorable Harold Brown  
*Secretary of the Air Force*

eled 18-million miles in domestic and overseas flights.

... from December until this past June, the Air Guard flew 687 trips to Southeast Asia, carried 6,584 tons of cargo, and more than 3,000 passengers. Each of the 25 Guard airlift units now makes a Vietnam run almost weekly. Actually, 75 Southeast Asia support trips are flown by the Guard each month.

The Guard is now flying, on a global basis, more than 200 flights a month to overseas destinations. Air Guard units recently absorbed the twice-weekly flight across the Atlantic to Spain and France. This mission was formerly flown by the Military Airlift Command. The Ambassador flight to Australia is now an Air Guard responsibility; a round trip, 12,000 miles, flown each week by the Air Guardsmen.

Guard units also have participated heavily in aeromedical evacuation missions. During the past year, the Air Guard flew over 300 aeromedical evacuation missions, including 91 outside the United States. A total of 6,219 patients and attendants were airlifted by these units.

The Guard is equipped with different aircraft than the Airlift Command. The C-97s and the C-121s can haul 11 to 12 tons. If we want to transport a small load a short distance, there's not much point in using a C-141 to do it. The Reserve Forces, with their smaller and sometimes shorter range aircraft, can do the job better and more efficiently. . . .

We have created some new kinds of support units which are not very equipment intensive, but rather *people* intensive.

This does not make them any less useful.

As an example, we now have the problem of moving out of NATO bases in France. GEEIA, the Air Force's Ground Electronics and Engineering Installation Agency, has the requirement to move all the communications systems in each of the bases that is being closed.

They have only one problem.

Within the time frame they've set up, it's going to be almost impossible to do the job. So, they came to the Air National Guard.

"Do you have the people?" they asked. "We need approximately

12,000 man-days of work in Europe to move this equipment."

Our support units in the Guard are able to respond.

We already have enough volunteers of these highly trained Guardsmen to send over 400 of them, for 30 days at a time, to assist in the removal and the reinstallation of the communications equipment in Europe.

In this instance . . . it is not the equipment but the *specialists* in the Guard that are the important thing. The capability is there.

We also have some logistic support squadrons in the Air Force Logistics Command, and some units in the Military Airlift Command to handle all terminal operations.

These people have very little equipment. They use active Air Force equipment. But it is the long lead-time skills that these Air Guardsmen bring to their jobs which constitute such an invaluable resource.

In addition to support units, the Air Guard—also consists of flying units.

We have the Air Defense interceptor units which stand regular alerts, and which have been doing a job comparable to the Regulars.

Air Defense is a perfect function for the Guard. The units are stationed in one place and, under general circumstances, their work is predictable. It is also the kind of duty that doesn't require using an entire unit full time.

Another flying unit of the Guard are the TAC augmentation forces.

These Tactical Air Command Guard units are . . . useable only in







▲ Cargo is loaded aboard a 139th MAGp. C-97 at Sioux City, Iowa. C-97s and C-121s fly global airlift missions for MAC.

ANG pilots team with AC&W units in the air defense of the ► U. S. A USAF controller directs 147th Ftr. Gp. F-102s.



call-up. Nevertheless, we count them as a very important part of our Tactical Air Forces. They provide us with a reserve capability which could be used for other contingencies. This response to the decision to bring them up to a high state of readiness has been outstanding.

As of this past September, we have nine F-100 units, four RF-84 tactical reconnaissance units, and one tactical control group which are in a status of high combat readiness.

These units are practically fully manned—each over 90 per cent—and

we have increased their support units to get the highest level of combat readiness. . . . This achievement is one that I am quite proud of, and I know the Guard is proud of it.

Finally, we have the airlift units of the Air National Guard. Their contribution has been magnificent and their capability has extended the flexibility of the entire Air Force.

. . . as time goes on, our total (Regular and Reserve) airlift inventory will contain decreasing numbers of the older propeller-driven aircraft. But at the same time, an additional flying

function for the Reserve Forces may well open up. For there is still another thing that the Reserve Forces can do. They can increase the hours that an active force airplane can fly.

In peacetime we do not want to man our Regular forces so as to be able to fly C-141s or C-5s twelve or fourteen hours a day. It wouldn't be economical in peacetime. There aren't enough missions then to warrant it.

In wartime, however, we would want to get as many hours out of this equipment as we possibly could. To do so would require a manpower augmentation. Some of this can come from the Air Guard.

If we go in this direction, the Air Guard may not have C-5s, but they'll fly C-5s. It offers us another option to use the Guard to increase our capabilities in an emergency.

I should like to make one last point. I know there has been a lot of argument about whether we should have called up the Air and Army National Guard during the present crisis.

I know from personal experience that so far as the Air Force is concerned we made the right decision, and I believe, from what I have seen, that the decision was correct for the Army, too.

We're able to do the job without calling up the Guard and therefore have preserved a reserve capability should additional contingencies arise. . . . In the Reserve Forces we now have a very large, unused, and highly trained reserve which is there if we need it.



▲ An Air Force F-105 takes on fuel from a 126th Air Refueling Gp. KC-97. ANG tankers increase the capability of tactical fighters to deploy quickly to all parts of the globe.

◀ Specialists of the 211th GEEIA Sq. work with helicopter crew to remove an antenna tower at Andrews AFB, Md. GEEIA Guardsmen perform USAF missions at bases throughout the world.





a

## NGAUS Honors . . .

*In a year when all units were commended for productivity, these were rated outstanding:*



b



c



d

The National Guard Association of the United States honored outstanding ANG units of 1965 during its conference at Phoenix, Ariz., Oct. 17-20. Among the awards: a/ "McCallister Trophy" to 146th MAGp., Van Nuys, Calif. (l-r) Maj. Gen. C. Shoop, comdr., Calif. ANG; Col. W. H. Pendleton, comdr., 146th; and Maj. Gen. W. P. Wilson, chief NGB. . . . b/ "Spaatz Trophy" to 123rd Tac. Recon. Gp., Louisville, Ky. Col. E. F. Kinnaird Jr. (l), comdr. during the award period, accepts trophy from Maj. Gen. A. Y. Lloyd, Ky. AG. . . . c/ "TAC Operational Readiness Plaque" to 131st Tac. Ftr. Gp., St. Louis, Mo. (l-r) Maj. Gen. J. Moffitt, NGAUS vice president; Maj. Gen. L. B. Adams Jr., Mo. AG; and Maj. Gen. C. H. Dubois, Mo. C/S, Air. . . . d/ "ADC Operational Readiness Plaque" to 147th Ftr. Gp., Houston, Tex. (l-r) Gen. Moffitt; Lt. Col. W. B. Staudt, comdr., 147th; and Maj. B. W. Hodges, comdr., 147th CAMRON. . . . e/ "Outstanding Military Airlift Trophy" to 168th MAGp., Middletown, Pa. (l-r) Lt. Col. N. J. Bereschak, comdr., 168th; Maj. Gen. T. H. White Jr., Pa. AG; and Gen. Wilson. Unit also received "MAC's Operational Readiness Plaque."



e



## QUESTIONS & ANSWERS

*I am an officer assigned to a Ready Reserve unit. What is the maximum term for which I may sign a Ready Reserve Agreement?* ♦ ♦ ♦ Reservists may sign the Ready Reserve Agreement (AF Form 1051) for terms of one through six years. Exceptions are rated officers who have been suspended or terminated and are applying for revalidation of flying status. They must sign for four, five or six years. Reservists have the opportunity to renew expiring agreements during the annual records review.

*My field personnel records recently were transferred to a Consolidated Reserve Personnel office far removed from my unit. How will I be able to check to insure they are correct?* ♦ ♦ ♦ The Personnel Data System allows Reservists to review essential items. Each month, copies of the records of a percentage of Reservists are forwarded to their units. Records are selected on the basis of the last

digit in the man's service number. After the copy is reviewed and authenticated changes made, it is returned to the office having custody of the record. The record then is updated to agree with the copy.

*After being transferred to the Air Force Reserve from active duty, I noticed an error in my DD Form 214 (Report of Transfer or Discharge). Can I get this corrected?* ♦ ♦ ♦ Yes. The Air Reserve Personnel Center can issue to Reservists the DD Form 215 (Correction to the DD Form 214). Exceptions: Items pertaining to character of separation and authority for release may be changed only by Hq USAF or the unit of separation. The home address at entry on active duty cannot be changed unless the Reservist proves it is incorrect. Requests must include complete name, grade, and service number, and be mailed to: ARPC (RPCS-5), 3800 York St., Denver, Colo. 80205.

*I will complete 19 years, 10 months and 27 days satisfactory service on February 6, 1967. Must I complete another satisfactory year to qualify*

*for Reserve retirement?* ♦ ♦ ♦ Credit may be awarded for a partial year if you accrue the proportionate number of points for the period you are in an active status (about 1 point for every 7 days). Attachment 14d of AFM 35-7 shows the exact number of points required. Completion of a partial year is contingent upon transfer to an inactive status after earning the required points. You can complete requirements on March 9, 1967, if you earn five points (including one gratuitous point) in the 31 days before that date. Submit your request to ARPC before the effective date since transfer cannot be retroactive. If assigned to a unit, submit application through the unit with a request that ARPC be furnished verification of the points earned. If points are earned through ECI, include Certificates of Completion with your application.

*Are Air Force Reservists required to undergo medical examinations prior to discharge or transfer to the Retired Reserve?* ♦ ♦ ♦ Reservists being discharged or retired are not required to undergo physical examinations.

## People...

Colonel Elmo K. Ballard Jr., Air Force Academy Liaison Officer for the Miami, Florida area, has completed 127 courses through Air University's Extension Course Institute, to top all other active or reserve students. ♦ ♦ ♦ Captain James Arnold, a C-119 pilot with the Air Reserve's 440th Troop Carrier Wing, was credited with safely recovering a light aircraft in trouble near Milwaukee, Wisconsin. Captain Arnold twice located the plane which was low on fuel and guided it through a heavy cloud cover and strong winds to an airport. ♦ ♦ ♦ Four Air Force Reservists of the 440th Troop Carrier Wing, Milwaukee, Wisconsin, recently ferried a C-119 from Miami, Florida to Rio de Janeiro for delivery to the Brazilian air force. They were: Lieutenant Colonel Earl W. Steinke; Major Henry R. Scheible; Major Joseph H. Hoepfer; and Master Sergeant Jack D. Hughes. The 6,695-mile trip took 37 hours and 50 minutes of flight time. The Reservists fly regularly to the Bahamas, Grand Turk Island, Puerto Rico and Guantanamo Bay, Cuba, on mail and cargo runs.

**Awards:** Captain Van D. McNeil, a pilot of the Air Force Reserve's 932nd Troop Carrier Group, and Air Guardsman Airman Second Class Daniel O. Velasco, 162nd Fighter Group, . . . the "Airman's Medal." Captain McNeil freed himself from the wreckage of a burning C-119 at Scott AFB, Illinois, then disregarded a possible explosion to pull two fellow crewmen to safety. Airman Velasco, a member of the fire-crash rescue unit at Tucson, Arizona, rescued a fellow Guardsman who had become engulfed in flames when a sudden wind shift rendered a routine training fire uncontrollable. He also assisted other airmen to escape and aided in retrieving equipment. ♦ ♦ ♦ "Air Force Academy Liaison Officer" awards to Colonel

ANG "OUTSTANDING  
AIRMAN OF 1965"

CMSgt. JOHN H.  
**LLOYD**

INVENTORY  
MANAGEMENT  
SUPERINTENDENT

HQ. 133<sup>RD</sup> MILITARY  
AIRLIFT WING  
MINNEAPOLIS - ST. PAUL  
INTERNATIONAL AIRPORT, MINN.



SERGEANT LLOYD WAS  
HONORED DURING  
RECENT NATIONAL GUARD  
ASSOCIATION OF THE U.S.  
CONFERENCE IN  
PHOENIX, ARIZONA.



- MCGOWAN  
MILLER  
9215<sup>TH</sup> AFRES

Edward F. Lundberg Jr. of Detroit, Michigan . . . "Outstanding Coordinator in the United States;" and to Colonel Bert M. Cottrell Jr. of Austin, Texas, "Liaison Officer of the Year." ♦ ♦ ♦ 216th GEEIA Squadron, Hayward MAP, California, . . . the GEEIA "Certificate of Achievement." It honored the ANG unit for having accomplished Air Force communications-electronics requirements "in an outstanding fashion" through "individual sacrifices and despite abnormal obstacles." ♦ ♦ ♦ Major John H. Bell of the ANG's 146th Military Airlift Group, Van Nuys, California, . . . the Military Airlift Command's "15,000-hour Individual Flight Safety Award" and a commendation from General Howell M. Estes Jr., MAC commander. The major is the first member of his unit to receive the award.



*Editor's Note: Continental Air Command observed its 18th anniversary as a major command December 1. CAC's primary mission is the administration and logistical support of the 400,000-member Air Force Reserve program.*

"Our experience in Vietnam so far has shown that our Air Reserve Forces can best serve the nation in a conflict of this type by remaining in an inactive status but performing genuine 'active duty' functions as part of their training programs." These were the words of General John P. McConnell, Air Force chief of staff, speaking at a recent Reserve Officers Association Convention.

A few months ago, because of my long association with the Tactical Air Command and the United States Strike Command, General McConnell's remarks would have been significant to me primarily in terms of "active duty" support being provided TAC by Air Force Reserve C-119 units. I was well aware of, and impressed with the contribution of these units which were helping to "fill the gap" as TAC assault airlift units were sent to Vietnam. Since assuming command of Continental Air Command, however, General McConnell's statement is meaningful on a much broader scope, as I personally have observed the magnitude of the active duty functions being performed by the Air Force Reserve.

The overall productive flying record for Fiscal Year 1966 of the C-124 and C-119 aircraft assigned to Continental Air Command perhaps best illustrates the manner in which the Air Force Reserve is meeting the challenge of providing needed support to the active forces while accomplishing training in an inactive status. During this twelve-month period, Reservists flew 14,234 missions for a total of 83,097 productive flying hours, carrying 20,522 tons of cargo and 58,722 passengers. Further analysis of these figures reveals that this airlift represents over 31 million ton miles and 33 million passenger miles; almost 404 tons and more than 118,000 troops were air-dropped.



## Reservists "fill the gap"

by Lt. Gen. Henry Viccellio  
Comdr., Continental  
Air Command

*"I personally have observed the magnitude of the active duty functions being performed by the Air Force Reserve."*

When viewed in the light of the present world situation, at a time when the United States Air Force is meeting global commitments while fighting a war in Southeast Asia, these impressive figures become truly significant, representing, as they do, an integral portion of the national defense effort.

These figures show, too, that our Air Force Reserve flying crews are well trained, are truly "ready," and are willing. When *Hurricane Betsy* slashed through New Orleans in September of 1965, leaving death and destruction in its wake, Air Force Reservists were calling in to their units to volunteer for duty, not waiting to be called. This attitude and state of readiness perhaps best explains why within four hours of the USAF alert, Reserve C-124s and C-119s were airborne with needed supplies for the stricken area.

Operation *Combat Leave*, in which we participated with the regular Air Force and the Air National Guard, gave the Air Force Reserve an opportunity to illustrate its state of pre-

paredness and to prove that it is capable of sustained air operations for an extended period of time. During the 63 days of this operation, our aircrews flew more passenger miles than they had flown during the 365 days in 1965. All of the Continental Air Command units participated in airlifting 45,000 servicemen nearly 40 million accident-free passenger miles. Here again, we should not overlook the fact that this operation made a significant contribution to the national defense effort, by contributing to the morale and welfare of service personnel in all branches of the Armed Forces, many of whom were enroute to or returning from duty in Vietnam.

The contributions of the Air Force Reserve Aerospace Rescue and Recovery squadrons during Fiscal Year 1966 also were impressive; these five units flew almost 300 missions in direct support of the active establishment, for a total of 1,847 productive flying hours. Results of their efforts included the location of aircraft crash sites and boats lost at sea. They supported the active duty Aerospace Rescue and Recovery Service in the form of strip alerts and orbit missions for Air Defense Command exercises. In addition, Reserve aircrews ferried 'HU-16 *Albatross* aircraft to Southeast Asia.

Tribute to the trained professionalism of the pararescuemen who form a part of these rescue crews was paid by a physician, following the rescue of a mother and child from a crash scene in the rugged mountains of Washington state. He said, in part, "The pararescue medics' efforts definitely saved Mrs. Little and her baby's lives . . . In particular, the way the medics protected Mrs. Little's broken back definitely kept her from further injury and because of this, in my opinion, she will be able to walk again some day. It was a marvelous job."

Although records accumulated by our flying units provide the more dramatic testimony of Reserve contributions, the non-flying Reserve units also are building an enviable record of productive service. The 130 Air Force Reserve Medical Service units, for instance, steadily are augmenting the active duty staffs of USAF hospitals.

At Travis AFB, California, and Andrews AFB, Maryland, members of medical service units work alongside



their active duty counterparts in caring for wounded returning from combat in Vietnam. At other USAF hospitals, Reservists relieve hard-pressed hospital personnel by staffing patient wards during training periods, conducting physical examinations, and administering immunizations. Fully qualified Reservists not only assist base personnel, but from time to time assume full responsibility for duties within such sections as pharmacies, medical laboratories, and x-ray departments. Specialists in the fields of orthopedics, ophthalmology, internal medicine, surgery, psychiatry, radiology, and dentistry, devote their talents to improved patient treatment.

Although some figures are available to illustrate the productivity of these Reservists—such as conducting 1,500 pre-school physical examinations for dependent children at a base in Illinois, or medically processing 2,000 servicemen at a base in California—the true scope of their contributions to the sick and wounded, and their assistance to the hard-working active duty medical staffs can perhaps never be fully measured.

The 12 Air Force Reserve Air Terminal squadrons also have contributed to accomplishment of the Air Force mission during this period of heightened Air Force activity and requirements. In particular, military air terminals in California and Hawaii, bearing the brunt of the increased airlift to Southeast Asia, benefit from the active duty tours of these units. Working side-by-side with active duty personnel in Air Freight, Passenger Service, and Fleet Service Sections, Reservists do not merely “observe” but actually load cargo, process pas-

sengers, and service aircraft. During the recent commercial airline strike, Terminal Squadron Reservists voluntarily worked overtime to help military personnel stranded by the strike at Travis AFB, where the passenger load approximated that of the nation's busiest civilian air terminals.

The instances I have cited do not encompass all the productive accomplishments of Air Force Reserve units and individuals, of course. The contributions of JAGARs and CHAPARs, lawyers and ministers who are members of the Reserve; of the nearly 10,000 mobilization assignees; and, of individuals in various *Category III* elements of the *Ready Reserve* have been substantial. In all areas, Reservists have been fulfilling their relatively new role of performing active duty functions while remaining in an inactive status.

While these productive efforts are a by-product of the extensive training which fits the Air Force Reserve for its primary role as a key part of the nation's “strategic air reserve,” we cannot underestimate their importance to the active Air Force. I am convinced that Continental Air Command and the Air Force Reserve will receive additional requirements in the future, that we will be asked to shoulder more of the burden borne by the active duty forces. Having proven through performance that we are capable of productive contribution to accomplishing the Air Force mission, we now must increase that productivity.

The challenge is clear: all units must be manned, trained, and combat ready; all individuals must be willing, capable, and productive. I am confident the challenge will be met.



◀ Reserve navigators are important members of C-124 aircrews flying MAC's long transpacific routes to Southeast Asia.



▲ Flying C-119s, troop carrier Reservists train in assault airlift for Tactical Air Command and play a vital role in the Army's paratroop training program.



▲ Air terminal specialists make a significant contribution in the processing of passengers and movement of vital military cargo to and from all points along MAC's global routes.

◀ SSgt. Jimmy Meeker and TSgt. Donald Hiringer (below), pararescuemen of the 302nd ARRSq., prepare for a training jump from an HU-16. Reservists assigned to aerospace rescue and recovery units participate in search and rescue missions and fly backup sorties for NASA.



# JAGAR Area Coordinators

The Air Force Reserve's Judge Advocate General Area Representative (JAGAR) program continues to gain momentum.

JAGARs are Reserve lawyers who render legal assistance to active and retired military personnel and their dependents and furnish legal services to active duty and Reserve units.

JAGARs cannot accept fees, or represent a client in litigation.

Eligible persons desiring assistance should contact the JAG office at the nearest Air Force installation, or the appropriate JAGAR Area Coordinator listed below. Available phone numbers in parentheses.

**ALABAMA:** Lt. Col. W. R. Davenport, 1002 Texar Dr., Pensacola, Florida, 32503 (HE 3-0443).

**ARIZONA:** Capt. W. A. Riordan, 531 Bromley St., Tucson, 85704 (623-6311).

**ARKANSAS:** Lt. Col. R. E. Bailey, 2319 North McKinley St., Little Rock, 72207 (FR 4-7534).

**CALIFORNIA:** Lt. Col. F. N. Fugate, 22722 Michale St., Canoga Park, 91304 (347-6000/ext. 1466); Maj. J. K. Nazarian, 611 South Kingsley Dr., Los Angeles, 90005 (DU 1-3931); Lt. Col. R. J. Weller, 2149 Genevieve St., San Bernardino, 92405 (TU 5-0086); Maj. C. E. Sells, 125 North Van Ness Ave., Fresno, 93701 (AM 8-7341).

**COLORADO:** Lt. Col. J. C. Mott, 1133 Pontiac St., Denver, 80220 (AC 2-0601).

**CONNECTICUT:** Capt. H. A. Knight, 60 Gregory Rd., Cos Cob, 06807 (TO 9-3800).

**DISTRICT OF COLUMBIA:** Maj. J. S. Soucy, 1437 Rhode Island Ave., NW, 20005 (HO 2-2810).

**DELAWARE:** Capt. A. G. T. Moore II, Apt. 309, 1303 Delaware Ave., Wilmington, 19800 (OL 5-9641).

**FLORIDA:** Lt. Col. E. M. Jones, 418 N.W. 29th St., Gainesville, 32601 (376-3261); Capt. B. Marger, 1901 80th St., N., St. Petersburg, 33710 (OR 1-5177); Maj. W. J. Flynn, 7930 S.W. 133 St., Miami, 33143 (FR 7-1561); Maj. R. W. Olsen, P.O. Box 1767, Orlando, 32802 (423-5561).

**GEORGIA:** Maj. M. G. Dunaway, Jr., P.O. Box 269, 534 N. Marble St., Rockmart, 30153 (684-3153).

**IDAHO:** Maj. C. D. Hobdey, Box 386, Gooding, 83330 (WE 4-4271).

**ILLINOIS:** Lt. Col. C. L. Wroton, 4457 W. Ainslie St., Chicago, 60630 (828-6197).

**INDIANA:** Maj. C. E. Bowman, 821 Gettle Bldg., Ft. Wayne, 46805; Capt. R. J. Shula, 600 Circle Tower Bldg., Indianapolis, 46204 (635-8900).

**IOWA:** Lt. Col. D. W. Countryman, P.O. Box 28, Nevada, 50201 (EV 2-2605).

**KANSAS:** Maj. F. G. Apt., Jr., 222 S. Oak St., Iola, 66749 (EN 5-3161).

**KENTUCKY:** Maj. S. E. Begley, 223 Summit St., Richmond, 40475 (623-3246).

**LOUISIANA:** Lt. Col. N. L. Sisson, 11445 Glenhaven Dr., Baton Rouge, 70815 (DI 4-5206); Lt. Col. A. J. Bonomo, Jr., 6301 Freret St., New Orleans, 70118 (JA 2-8431).

**MAINE:** Lt. Col. S. E. Hayes, 108 Lincoln St., Dover-Foxcroft, 04426 (564-2881).

**MASSACHUSETTS:** Capt. M. Kyriakakis, 11 Warwick Rd., Franklin, 02038.

**MICHIGAN:** Capt. C. R. Rutherford, 3053 Penobscot Bldg., Detroit, 48226 (WO 2-6192).

**MINNESOTA:** Lt. Col. H. S. Blacker, 3028 Ewing Ave., Apt. 209, Minneapolis, 55416 (FE 2-8669).

**MISSISSIPPI:** Lt. Col. J. P. Alexander, Jr., P.O. Box 1367, Jackson, 39205 (FL 4-4661).

**MISSOURI:** Maj. N. M. Edwards, 111 S. Meramec, Clayton, 63105 (PA 6-1770); Capt. M. M. Steeb, 2762 Jackson St., St. Joseph, 64507 (AD 2-1000); Maj. W. E. Turnage, 806 Dixie, Liberty, 64068 (ST 1-2900).

**MONTANA:** Lt. Col. H. L. Holt, 611 Western Bank Bldg., Missoula, 59801 (543-7138).

**NEBRASKA:** Lt. Col. J. R. Knicely, 1430 Newton St., Sidney, 69162 (254-2919).

**NEW JERSEY:** Maj. P. Charles, 551 Grant Ave., Collingswood, 08108.

**NEW HAMPSHIRE:** Capt. P. S. Hollman, 287 Walnut St., Manchester, 03140 (622-8181).

**NEW YORK:** Maj. A. Gerwin, 110 East 42nd St., New York City, 10005 (687-0240); Capt. E. M. Zabielski, 1308 McClellan St., Schenectady, 12305 (346-4221); Lt. Col. L. W. M. Zingler, 719 Brisbane Bldg., Buffalo, 14203 (TL 6-4700).

**NORTH CAROLINA:** Maj. B. D. Hayes, 412-419 Peoples National Bank Bldg., Rock Hill, South Carolina, 29731 (327-7171).

**OHIO:** Lt. Col. A. P. Slivka, 19008 Maple Heights Blvd., Maple Heights, 44137 (991-5000); Capt. J. A. Katsanis, 1107 Fifth Third Band Bldg., Cincinnati, 45202 (421-5340).

**OKLAHOMA:** Capt. H. M. McMillan, 420 West 5th Ave., Bristow, 74010 (EM 7-2262).

**PENNSYLVANIA:** Maj. C. C. Keller, 435 Park St., California, 15419 (BA 2-4520).

**SOUTH DAKOTA:** Lt. Col. L. S. Lassegard, 501 East 3rd Ave., Mitchell, 57301 (996-7553).

**TENNESSEE:** Lt. Col. P. M. Bryan, Suite 3310, 100 North Main Bldg., Memphis, 38107 (JA 6-5156).

**TEXAS:** Lt. Col. T. Crowell, 314 Lindenwood Rd., Houston, 77024 (JA 9-3271); Lt. Col. E. L. Creasey, 8th Floor, Vaughn Bldg., Midland, 79701 (MU 2-3711); Lt. Col. L. E. Choate, 7704 Meadow Rd., Dallas, 75230 (RI 9-8331).

**UTAH:** Maj. G. H. Searle, 2926 Adams St., Salt Lake City, 84115 (IN 6-8656).

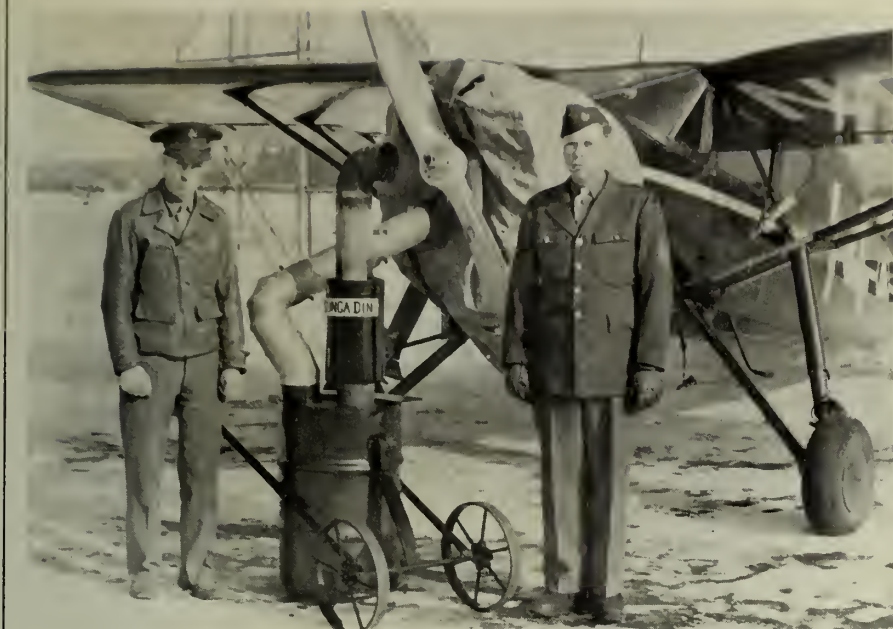
**VIRGINIA:** Capt. L. C. Musgrove, 306 Shenandoah Bldg., Roanoke, 24015 (DI 3-3679); Col. G. Lewis, 315 Cross St., Tappahannock, 22560 (443-3373).

**WEST VIRGINIA:** Maj. W. O. Bivins, Jr., 508 Mountain View Ave., Bluefield, 24701 (DA 5-7128).

**WISCONSIN:** Maj. S. Z. Dreyer, 4256 South Howell Ave., Milwaukee, 53207 (HU 1-3737).

**WYOMING:** Capt. J. P. Castberg, P.O. Box 305, Powell, 82435 (754-2204).





## Civil Air Patrol

*Citizen volunteers—  
80,000-strong—always  
ready to render assist-  
ance in times of  
disaster or emergency.*

*Pioneers of CAP's  
Maine coastal patrol pose  
beside engine preheater  
they improvised during  
severe winter of 1942.*

## a quarter of a century of service . . .

CIVIL Air Patrol observed its 25th anniversary in December.

As America geared for war in early 1941, CAP came into being—born of the desire of men and women who would be deprived by age or other factors of serving in the armed forces. New York's "Little Flower," Mayor Fiorello H. LaGuardia, in his capacity as director of the newly formed Office of Civilian Defense, signed the order which made CAP a very real part of the war effort. Its wartime exploits are sagas of volunteer pilots and their light aircraft seeking out and, at times, destroying Nazi U-boats off our shores during the early years of the war. Carrying bombs and depth charges in jury-rig bomb racks, the little CAP planes destroyed two U-boats. CAP pilots also patrolled the Mexican border, acted as special couriers, spotted forest fires and towed aerial targets for anti-aircraft ground batteries. They offered their time, their airplanes and their talents. In some cases they gave their lives for their country.

Civil Air Patrol's demonstrated abilities prompted Congress to incorporate it in 1946. Two years later its destiny was linked with that of the newest member of the nation's family, the United States Air Force, when Congress made CAP a civilian auxiliary of the Air Force in May 1948.

It has ably justified its role as an Air Force auxiliary. Senior members, many of whom are Air Force Re-

servists, have hung up an enviable record in working with the Air Force Aerospace Rescue and Recovery Service (ARRS). In the past five years, CAP pilots have flown 2,006 search and rescue missions for ARRS; they logged 63 per cent of all sorties and 61 per cent of all flying hours expended on inland search and rescue by ARRS in that period. In 1965, CAP pilots flew 20,637 hours on SAR missions, accounting for more than 75 per cent of the total flying hours expended. This year, they are on their way toward compiling an equally distinctive record in search and rescue.

Hardly a day passes which does not see some CAP unit answer a call for help—a lost child, an overdue light aircraft, a stranded mountain climber or hiker, or a plea to fly blood plasma or medical supplies. Whatever the call, CAP is constantly ready to respond.

The intervening years since World War II have seen the light Cubs and Stinsons give way to faster, more modern aircraft. CAP has kept the pace. In 1967 CAP will embark upon the biggest corporate aircraft fleet revitalization and modernization in its history, with the planned acquisition of some 100 new aircraft. In the same year, CAP will further expand its two-year-old cadet flight training program.

CAP's senior program also operates and maintains a national communications network of some 14,700 radio

stations (fixed, mobile and airborne) which serves as a backup to the various communications systems of the Air Force and is closely tied-in with Civil Defense and state, local and county disaster agencies.

CAP's voluntary membership has made the organization a force with outstanding capabilities. In addition to its contributions to the nation and the community in times of disaster and distress, the value of the training it has provided thousands of young Americans is a factor beyond estimation. From within the ranks of its 43,000 cadets have come nearly 10 per cent of the graduating class at the Air Force Academy each year, and an even higher number of CAP cadets is enlisted annually in the Air Force. Elsewhere, its influence is felt in hundreds of schools throughout America where the CAP aerospace education program has been installed as an elective study course, and on the campus of hundreds of colleges and universities where CAP aerospace education workshops are conducted each year to enrich the knowledge of school teachers.

For a quarter century now, this organization has provided the American public with a unique, nationwide force for conducting aerial search and ground rescue operations and flying humanitarian missions. It also has created a greater awareness of the role of civil aviation among citizens of the aerospace age.





Chief of Staff  
GEN. JOHN P. McCONNELL

## Policy . . .

### the integrated staff concept



Vice Chief of Staff  
GEN. BRUCE K. HOLLOWAY



Assistant Vice Chief of Staff  
LT. GEN. HEWITT T. WHELESS

*In the November issue we reviewed policy development in the Office of the Secretary of the Air Force. This month we look at the development and implementation of policy within the Air Staff. . . .*

**T**HE Air Force relies upon the integrated staff concept to make certain its policies reflect the voices of each functional area to be affected by the final decision. This concept calls for a blend of Regulars and Reservists who can serve equally well in the process of planning and in that of operational followup.

At the Department of the Air Force level, the secretary is responsible for every decision. However, assisting him in the planning phase of the policy making process are a host of individuals possessing the expertise and experience which insures that each decision is the best decision.

Taking a major part in the policy making process are the members of the Air Staff, the office of the assistant chief of staff for Reserve Forces, and those Reservists referred to as 8033 and 265 officers.

The Air Staff consists of the chief of staff; the vice chief of staff; the assistant vice chief of staff; the offices of the deputy chiefs of staff for personnel; programs and resources; plans and operations; research and development; and systems and logistics; and, the comptroller. As many as 2,800 officers may be assigned to the Air Staff. They are selected for their planning ability as well as their broad experience in the operational aspects of airpower.

The Air Staff treats matters pertaining to the Air Reserve Forces in the same manner as it does those of the active duty force. Plans, policies, and programs for the Air National Guard and Air Force Reserve are developed concurrently and coordinated by the same agencies and with the same emphasis.

Air Staff offices which are constantly involved in Reserve matters are assigned the services of Reserve advisers. They are specialists in Air National Guard or Air Force Reserve affairs and are known as 8033 or 265 officers. This designation is derived from the section of Title 10 of the U.S. Code which authorizes their assignment. For example: Section 265 reads, in part, ". . . each armed force shall have officers of its reserve components on active duty at the seat of

government, and at headquarters responsible for reserve affairs, to participate in preparing and administering the policies and regulations affecting those reserve components."

Section 265 officers work alongside their active duty counterparts at USAF's headquarters as well as at the headquarters of major commands to which Reserve units are attached. The 8033 officers are assigned only to Air Staff agencies. The job of the 8033 and 265 officers is to provide on-the-spot knowledge of Reserve Forces problems and capabilities and to assure that these factors are considered in all actions affecting Reserve programs.

The chief of staff has a principal adviser on Reserve affairs, the assistant chief of staff for Reserve Forces. He constantly analyzes and evaluates the broad policies developed by the Air Staff to insure that they are consistent with overall objectives and give consideration to the special problems of the Reserve Forces. He acts as the final coordinating authority for the chief of staff on policies concerning overall concepts, mission assignments, personnel, utilization and force structure for the Air National Guard and Air Force Reserve. When a Reserve policy decision has been approved, he assures it is effectively implemented by the functional areas of the Air Staff.

The assistant chief of staff for Reserve Forces attends meetings of the Air Staff Board and the Air Force Council when Reserve matters are being considered. He also provides advisers to committees and panels of the Air Staff Board and makes certain his office is represented on all working groups for systems involving the Air Reserve Forces.

In the legislative field, he provides support witnesses for posture hearings and for the defense of appropriation requests. When Congressional action is required, he coordinates with Air Staff action offices in preparing and supporting legislation applicable to the Air Reserve Forces and the Civil Air Patrol.

On policy matters affecting other branches of the service, the assistant chief of staff for Reserve Forces represents the Air Force as a member of the Secretary of Defense's Reserve Forces Policy Board. He also maintains close liaison with the Air Reserve Forces Policy Committee and serves as the Air Staff point of contact with the National Guard Bureau, Continental Air Command, and the major commands on matters of broad policy relating to the Air Reserve Forces.





*Plans and Operations*  
LT. GEN. KEITH K. COMPTON

*Formulates overall Air Force operational concepts, objectives, policies, plans, missions, and doctrines. Translates assigned roles and missions into tasks and determines force requirements to support national strategy. Serves as operations deputy to the Chief of Staff in the latter's capacity as a member of the Joint Chiefs of Staff and is responsible for USAF participation in joint and combined policy making, planning and operational activities.*



*Research and Development*  
LT. GEN. JOSEPH R. HOLZAPPLE

*Produces and directs Air Force plans, programs, policies, and procedures in basic and applied research, advanced engineering development research support, development planning, and test activities. Serves as the focal point for all matters relating to space. Coordinates Air Force space activities with other government agencies. Responsible for projecting developments to meet future Air Force requirements. Acts as the office of primary interest for the Office of Aerospace Research. Directs Air Force research and development in nuclear energy.*



*Systems and Logistics*  
LT. GEN. THOMAS P. GERRITY

*Manages activities in the logistical support for the Air Force and Air Reserve Forces which involves systems and support equipment development, quantitative logistical requirements determination, procurement, supply and services, production, industrial planning, maintenance engineering, and transportation. Responsible for the execution of the Air Force portion of the foreign mutual assistance program, small business affairs, and technical programs security.*

## DEPUTY CHIEFS OF STAFF USAF



*Personnel*  
LT. GEN. HORACE M. WADE

*Develops and directs the execution of plans, policies, and programs pertaining to military and civilian personnel of the Air Force. Develops systems to integrate qualified personnel at the time and place required for all weapon and support systems, and attendant operational requirements.*



*Programs and Resources*  
LT. GEN. ROBERT J. FRIEDMAN

*Develops programs and requirements regarding the attainment of operating and supporting forces and directs the implementation of these programs. Exercises Air Staff leadership in effecting maximum balance of available resources and integration of effort toward operational capability of all weapon and support systems.*



*Comptroller*  
LT. GEN. JACK G. MERRELL

*Directly responsible to the Assistant Secretary of the Air Force (Financial Management) and concurrently to the Chief of Staff, USAF, for budgeting, accounting, disbursement, data management, analyses and progress reporting and auditing throughout the Air Force.*

*Assistant Chief of Staff,  
Reserve Forces*  
MAJ. GEN. RICHARD S. ABBEY



*Assists and advises the Secretary of the Air Force and the Chief of Staff on all matters relating to the Air National Guard and Air Force Reserve. Monitors the overall planning and implementation of Air Reserve Forces' programs, and provides liaison with non-governmental organizations having an interest in Reserve affairs.*



## 446th Cited for Support to NASA



AIR Force Reservists of the 446th Troop Carrier Wing, Ellington AFB, Texas, were honored for their support of the nation's space program by the Reserve Officers Association (ROA) during its Fall Meeting in El Paso, October 21-22.

The Texas wing which has been actively supporting the Manned Space Flight program since 1962, also received a letter of commendation from the National Aeronautics and Space Administration (NASA).

Cited during the ROA meeting was a 446th NASA support aircrew representing the wing. They were presented with a *Certificate for Outstanding Accomplishment* commending wing aircrews. In addition, each received the *ROA Medal* in recognition of his services. Colonel Stuart G. Haynsworth, deputy commander of the 446th, made the presentations on behalf of ROA.

Mr. Fred E. Koons of NASA's Manned Spacecraft Center and Lieutenant General Henry Viccellio, commander of Continental Air Command, were present.

NASA recognition came earlier in a letter from Dr. Robert R. Gilruth, director of the Manned Spacecraft Center at Houston. The letter was presented to Brigadier General Russell F. Gustke, commander of the Ellington wing, by Mr. Christopher C. Craft, the center's assistant director for flight operations.

Doctor Gilruth cited the 446th for the excellent flight testing support provided for parachute systems and radio location aid systems for the *Gemini* and *Apollo* programs. Since May 1962 the Reserve crews have flown more than 200 test missions for NASA.

"During this period," Doctor Gilruth wrote, "there have been three events which have marked the value of this contribution. On April 10, 1965, a 446th aircraft dropped a boilerplate *Gemini* spacecraft at Cape Kennedy under exacting conditions to simulate a mission abort during the critical early phase of powered flight. . . . Perhaps the most significant operation supported . . . was the full-scale *Gemini* air drop . . . on July 30, 1965, which demonstrated a complete spacecraft land landing system using a controllable gliding parachute and landing rockets. This . . . was a milestone in a pioneering effort to develop an operational land landing capability for

manned spacecraft. . . . on March 16, 1966, when the *Gemini VIII* mission was cut short and the spacecraft landed . . . east of Okinawa, the exceptionally quick location of the spacecraft after reentry was accomplished . . . using radio location systems and procedures developed on test flights supported by 446th aircraft. Please express our appreciation to all of the 446th personnel who have participated in this program."

The 446th *Flying Boxcars* and the jets of the astronauts share the same Ellington runways. Many of the Manned Spacecraft Center personnel also are wing Reservists.

*During the ROA Convention, each member of the 446th TCWg. aircrew below was awarded an "ROA Medal" for support to the space program. (l-r) Capt. Theo J. Karalis, TSgt. Bernard M. Ranes, SMSgt. Joseph C. Renecky, Maj. William M. Whatley and TSgt. John M. Dodson. A sixth crewman, SSgt. Robert L. Gartner, is not pictured.*





# Help Wanted

**LEGEND:** Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies. The grades indicate the highest grade positions available. For information on listed positions, write directly to the unit using address given.

**Officer**  
*A/C Maint:* (Capt.) 14, 21, 25, 29, 35.  
*Avionics:* (Maj.) 18. (Capt.) 31. (Lt.) 10.  
*Civil Engineer:* (Lt. Col.) 13.  
*Communications:* (Maj.) 29. (Capt.) 39.  
*Construction Eng:* (Capt.) 12.  
*Dental:* (Maj.) 22. (Capt.) 1.  
*Engineer:* (Maj.) 18.  
*Flt. Surg:* (Lt. Col.) 35. (Maj.) 31.  
*Industrial Eng:* (Capt.) 10.  
*Information:* (Maj.) 7.  
*Intelligence:* (Capt.) 34.  
*Legal:* (Lt. Col.) 25.  
*Medical:* (Col.) 11. (Lt. Col.) 21, 22. (Maj.) 10, 14, 24, 27, 34, 36, 38.  
*Navigator:* (Lt. Col.) 12, 13. (Maj.) 1, 3, 24-26, 31, 35. (Capt.) 10, 21, 28, 33, 36, 39. (Lt.) 14.  
*Nurse:* (Maj.) 19, 24. (Capt.) 12, 27. (Lt.) 33.  
*Operations:* (Maj.) 1, 18, 21, 25, 35. (Capt.) 12, 29, 34. (Lt.) 14.  
*Pharmacy:* (Capt.) 11, 19.  
*Pilot:* (Lt. Col.) 16. (Maj.) 1, 3, 13, 18, 24-26, 30-32, 35, 38. (Capt.) 10, 23, 28, 29, 34, 36. (Lt.) 4, 12, 14.  
*Safety:* (Maj.) 34.  
*Staff Dev. Eng:* (Maj.) 8.  
*Transportation:* (Maj.) 18.  
*Veterinary:* (Maj.) 11, 15, 21, 27. (Capt.) 31.

**Airmen**  
*Acct. & Finance:* (MSgt.) 35, (TSgt.) 26.  
*Aeromed:* (TSgt.) 27. (A1C) 11.  
*Air Operations:* (MSgt.) 10, 32.  
*Air Police:* (TSgt.) 13. (SSgt.) 18.  
*Airborne Radio Operator:* (SSgt.) 14. (A1C) 30.  
*A/C Accessories:* (MSgt.) 18.  
*A/C Elect. Repair:* (SSgt.) 8.  
*A/C Instr. Repair:* (SSgt.) 8.

*A/C Mechanics* (MSgt.) 12. (TSgt.) 26, 33, 34. (SSgt.) 8.  
*A/C Pneudraulic Repair:* (SSgt.) 8.  
*Prop. Repair:* (SSgt.) 8. (A1C) 30.  
*A/C Radio Repair:* (TSgt.) 30.  
*Airframe Repair:* (MSgt.) 31. (A1C) 8.  
*Auto. Flt. Control Sys:* (TSgt.) 16. (SSgt.) 5, 10.  
*Chaplain Svcs:* (TSgt.) 34.  
*Command & Control:* (MSgt.) 10, 36. (TSgt.) 26, 34, 38. (SSgt.) 5, 14, 25.  
*Comm. & Electronics:* (TSgt.) 12. (SSgt.) 4.  
*Data Sys.:* (TSgt.) 34. (SSgt.) 5.  
*Dental:* (TSgt.) 39. (SSgt.) 15. (A1C) 17, 22.  
*Disaster Control:* (TSgt.) 5, 29.  
*Draftsman:* (SSgt.) 34.  
*Electronic Comm. & Crypto Eqp. Repair:* (A1C) 25.  
*Fire Protection:* (SMSgt.) 12.  
*Flight Eng:* (SMSgt.) 36. (MSgt.) 38. (TSgt.) 4, 35.  
*Food Service:* (SSgt.) 18.  
*Fuel Services:* (MSgt.) 31. (SSgt.) 10, 18, 35.  
*Heating Specialist:* (TSgt.) 33.  
*Information:* (TSgt.) 34.  
*Intelligence:* (MSgt.) 34.  
*Inventory Mgmt:* (A1C) 16.  
*Jet Eng. Mech:* (SSgt.) 8.  
*Legal:* (TSgt.) 32. (SSgt.) 34.  
*Loadmaster:* (TSgt.) 3, 12, 29. (SSgt.) 24, 31, 33. (A1C) 21.  
*Liquid Fuels Systems:* (TSgt.) 10.  
*Maint. Scheduling:* (A1C) 25.  
*Med. Admin:* (SSgt.) 27.  
*Med. Lab Tech:* (TSgt.) 15, 17, 27.  
*Med. Svcs:* (MSgt.) 15, 38. (TSgt.) 22. (A1C) 11.  
*Motor Vehicle Operator:* (A1C) 39.  
*Munitions Disposal:* (TSgt.) 1, 21, 39. (A1C) 25.  
*Operating Room Spec:* (MSgt.) 31. (SSgt.) 27.  
*Panel Eng:* (SMSgt.) 31. (MSgt.) 3, 14. (TSgt.) 24.

## KEY

1. 908th Troop Carrier Gp., Brookley AFB, Alabama, 36615
2. 144th Fighter Gp., 5425 E. McKinley Ave., Fresno, California, 93727
3. 452nd Military Airlift Wg., March AFB, California, 92508
4. 303rd Aerospace Rescue & Recovery Sq., March AFB.
5. 349th Military Airlift Wg., Hamilton AFB, California, 94935
6. 301st Aerospace Rescue & Recovery Sq., Homestead AFB, Florida, 33030
7. Hq Continental Air Command, Robins AFB, Georgia, 31093
8. 34th Maintenance Sq., (Mobile), Robins AFB.
9. 182nd Tactical Fighter Gp., (ANG), Peoria AP, Illinois, 61607
10. 932rd Troop Carrier Gp., Scott AFB, Illinois, 62225
11. 426th Medical Service Flt., Scott AFB.
12. 434th Troop Carrier Wg., Bakalar AFB, Indiana, 47221
13. 926th Troop Carrier Gp., New Orleans, Louisiana, 70140
14. 459th Military Airlift Wg., Andrews AFB, Maryland, 20331
15. 401st Medical Service Flt., L.G. Hanscom Fld., Massachusetts, 01730
16. 305th Aerospace Rescue & Recovery Sq., Selfridge AFB, Michigan.
17. 436th Medical Service Flt., Selfridge AFB, Michigan, 48045
18. 934th Troop Carrier Gp., Minneapolis-St. Paul IAP, Minnesota, 55417
19. 468th Medical Service Flt., Nellis AFB, Nevada, 89110
20. 177th Tactical Fighter Gp., (ANG), Atlantic City, New Jersey, 08405
21. 514th Troop Carrier Wg., McGuire AFB, New Jersey, 08641
22. 465th Medical Service Flt., Cannon AFB, New Mexico, 88101
23. 914th Troop Carrier Gp., Niagara Falls MAP, New York, 14306
24. 904th Military Airlift Gp., Stewart AFB, New York, 12550
25. 302nd Troop Carrier Wg., Clinton County AFB, Ohio, 45177
26. 910th Troop Carrier Gp., Youngstown MAP, Ohio, 44473
27. 494th Medical Service Flt., Altus AFB, Oklahoma, 73521
28. 937th Military Airlift Gp., Tinker AFB, Oklahoma, 73145
29. 939th Troop Carrier Gp., Portland IAP, Oregon, 97218
30. 304th Aerospace Rescue & Recovery Sq., Portland IAP.
31. 911th Military Airlift Gp., Pittsburgh AP, Pennsylvania, 15231
32. 512th Military Airlift Wg., Carswell AFB, Texas, 76127
33. 446th Troop Carrier Wg., Ellington AFB, Texas, 77030
34. 4405th Air Base Gp., James Connally AFB, Texas, 76703
35. 433rd Troop Carrier Wg., Kelly AFB, Texas, 78241
36. 945th Military Airlift Gp., Hill AFB, Utah, 84401
37. 192nd Tactical Fighter Gp., Byrd Fld., Sandston, Virginia, 23365
38. 941st Military Airlift Gp., McChord AFB, Washington, 98438
39. 440th Troop Carrier Wg., Gen. Mitchell Fld., Wisconsin, 53207

## UNIT

*Parachute Rigger:* (TSgt.) 26.  
*Personnel:* (TSgt.) 3.  
*Personal Equip:* (SSgt.) 4.  
*Pharmacy:* (TSgt.) 17, 27, 29, 32.  
*Preventive Med:* (MSgt.) 21, 35. (TSgt.) 32.  
*Psychiatric Tech:* (SSgt.) 19.  
*Recip. Eng. Mech:* (MSgt.) 29. (SSgt.) 8.  
*Safety:* (TSgt.) 5.  
*Sheet Metal:* (SSgt.) 8.  
*Small Arms Instr:* (TSgt.) 35.  
*Stenographer:* (MSgt.) 12, 25.  
*Telephone Maint:* (SSgt.) 13.  
*Transportation:* (TSgt.) 34, 39.  
*Training:* (TSgt.) 4, 30.  
*Vet.:* (TSgt.) 19. (SSgt.) 17, 39.  
*X-Ray Tech:* (TSgt.) 17, 32.

## Liaison Officer

*Air Force Academy Liaison Officer, Part III*, non-pay, captain through colonel, to represent Academy in the Athens - Hinton - Lewisburg-Princeton areas of West Virginia. Write Liaison Officer Coordinator, P.O. Box 2097 Pikeville, Kentucky, 41501.

**ANG Technician**  
*(Flight Control Systems Tech.)* 2. \$6,926 yr. AFSC 32550A/32270A. Recent experience on F-101B/F-102A.  
*(Flight Simulator Supv., NGWL-11)* 20. \$6,968 yr. 34250/34270. MSgt. or below.  
*(Flying Training Instr.)* 20. \$10,619 yr., plus approximately \$3,000 military pay. Must be on flying status and jet qualified, (*Temporary, NGC-12*) 9. \$10,927.  
*(Jet Engine Tech., NGW-10)* 20. \$6,074 yr. 43250/43270.  
*(Medical Tech., NGC-7)* 9. \$6,451 yr. Three years experience in medical field.  
*(Pneudraulic Tech., NGW-11)* 20. \$6,344 yr. 42152/42172.  
*(Safety Officer, NGC-12)* 20. \$10,619 yr., plus approximately \$3,000 military pay. Must be on flying status and jet qualified.  
*(Weapons Control System Tech.)* 2. \$6,926 yr. 32251F/32271F. Eligible for ANG enlistment.  
*(Welder, NGW-11)* 37. \$6,572 yr. 53250/53270.

## the air reservist

Vol. XVIII—No. 10 Dec. '66/Jan. '67

**Air National Guard**  
**Air Force Reserve** **Civil Air Patrol**

**General John P. McConnell**  
 Chief of Staff, United States Air Force

**Maj. Gen. Richard S. Abbey**  
 Ass't Chief of Staff Reserve Forces, USAF

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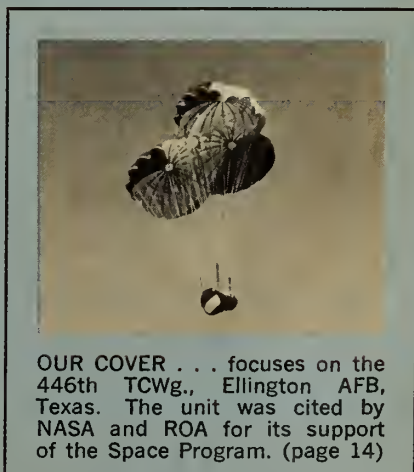
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OUR COVER . . . focuses on the 446th TCWg., Ellington AFB, Texas. The unit was cited by NASA and ROA for its support of the Space Program. (page 14)





◀ Brig. Gen. William W. Spruance (c), asst. AG for Air (Del.), became the first Air Guardsman to receive the new Air Force "Distinguished Service Medal" when Gen. John P. McConnell, chief of staff, USAF, made the presentation Nov. 4. He was cited for his outstanding performance of duty and flying safety campaign which included speeches in Vietnam. (r) Maj. Gen. Winston P. Wilson, chief, NGB.

## reserve camera



▲ A1C Stanley Dickey (l) observes the laboratory technique of A2C Jeff Forstrom during 15-day tour of the 468th Medical Service Flt. Physicians, dentists and specialists performed many active duty functions while training at the Nellis AFB, Nev., hospital.

Capt. Tom Hayes prepares Miss Jean Gray for a ▶ T-33 flight during annual orientation tour of ANG's 162nd Ftr. Gp., Tucson, by members of the Univ. of Ariz. AFROTC's "Angel Flight." The girls were briefed on the air defense mission, F-102 intercept tactics and control tower operations.



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